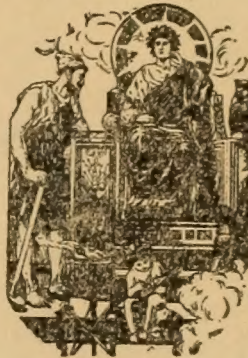


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THE
BICYCLING WORLD
and
MOTORCYCLE
REVIEW

FOUNDED
1877

29

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SEP 29 1909
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Vol. LX.
No. 1

New York, N. Y., Saturday, September 25, 1909

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10 Cents a Copy

The Fastest Machine ^{on} the Lowell Course

SATURDAY, SEPTEMBER 11th

was the

MERKEL

Ridden by Kellogg

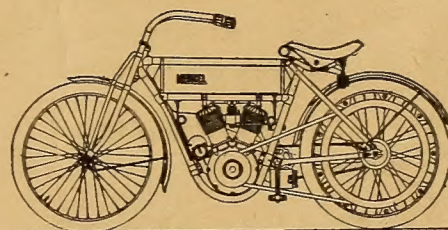
In the three laps (9.6 miles) open, Kellogg rode over the muddy course, with four sharp turns, at the following speeds for each lap of 3.2 miles:

First Lap, 3.41; Second Lap, 3.31; Third Lap, 3.38⁴

This was easily the fastest going recorded in any of the races. Of course, the Merkel won, by about a mile. The Merkel was second in the 30¹/₂ class event, being defeated by only a few feet.

In The Sixteen Lap Lowell Auto Cup Race

Kellogg, on a Merkel, acquired the lead in the third lap and was a half mile ahead the fifth time around, when a fall on one of the turns caused a punctured tank and a broken pedal, forcing the Merkel rider to withdraw after the tenth lap. The race was Kellogg's with ease, before his accident.



Merkel Twin.

You may learn more about this machine by writing to the

**MERKEL-LIGHT
MOTOR COMPANY**

Pottstown, Pa.

Catalog on Request.

OLLIER & WORTHINGTON, 1100 S. Main St., Los Angeles; 500 Golden Gate Ave., San Francisco, Cal., Pacific Coast Distributors.



Merkel Light.

THE RACING SEASON IS ON
AND
Hartford Bicycle Tires
ARE
ON THE WINNING WHEELS EVERY TIME



The professional racer knows that he can depend on the Hartford Tires—that they help him to victory.

The amateur learns soon that they will aid him, too—and the demand increases constantly.

It is the natural demand for the fittest tire for the purpose.

There is a knack in making a successful bicycle tire for racing. The tire must have not only great resiliency and speed, but unusual strength.

And this added strength must not increase the weight of the tire itself.

All our bicycle fabrics are especially woven for us under the instruction of our own fabric expert—who tests and inspects every yard of fabric before it leaves the cloth mills.

If it does not come up to the standard—a standard which is higher than any other tire company demands—it is rejected.

In this way we are assured that none but perfect fabric enters our tires.

The fabric used in Hartford Racing Tires is almost as light as the thinnest gauze and still must withstand the same strain as the heavier fabrics used in our other brands of bicycle tires.

The strength and resiliency and speed make the successful racing tire. The tire that rides as if on velvet.

It could not ride as if on velvet unless the very purest rubber were incorporated in it. It is costly, but the finest Para is the only rubber for the purpose. Compounded just enough to lose none of its speed and bouncing qualities.

Since the hey-day of bicycling races the unusual Hartford qualities have made Hartford Tires the popular racing tire. That they still are the most in demand after a decade or more of years but attests to their superior fitness for this work.

MR. DEALER—Be sure you have them in stock to meet the demand for the bicycle race in your town.

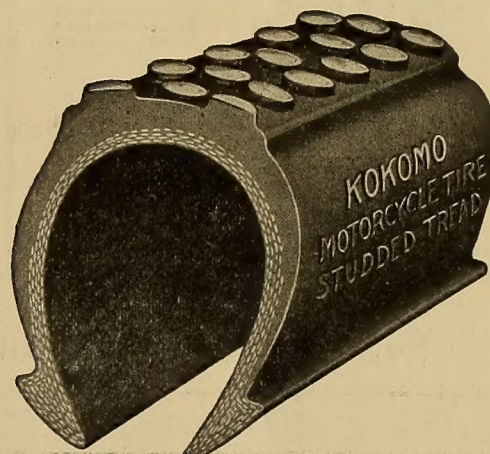
THE HARTFORD RUBBER WORKS CO., Hartford, Conn.

BRANCHES—New York, 57th St. and Broadway; Chicago, 12th St. and Michigan Ave.; Boston, 817 Boylston St.; Detroit, 256 Jefferson Ave.; Denver, 1564 Broadway; Philadelphia, 1425 Vine St.; Cleveland, 1831 Euclid Ave.; Atlanta, Ga., 94 N. Pryor St.; Buffalo, 725 Main St.

AGENCIES—Pierson-Wilcox Elec. Co., Minneapolis; Mercantile Lumber & Supply Co., Kansas City; Appeal Mfg. & Jubbing Co., 631 Los Angeles St., Los Angeles, Cal.; F. P. Keenan Co., Portland, Ore.; Compania Mexicana de Vehiculos, City of Mexico.

Four of a Kind

For Motorcycles



For Bicycles



You Can't Beat Them

If you are seeking tire service and tire values you will seek in vain for anything quite so good as these tires offer and afford.

KOKOMO RUBBER COMPANY

Kokomo, Indiana

POPE BICYCLES

**WATCH FOR THE
POPE
ANNOUNCEMENT**

THE SEASON OF 1910 will open with the announcement of 1910 Pope Bicycles. It was so twenty-five years ago—it is more so today. The leading position of these bicycles is the logical result of anticipating the wants of the trade instead of trailing along behind the times. The up-to-date dealer wants up-to-date bicycles with real talking features. He'll get no antiquated models if he handles the 1910 Pope lines. He will, however, get the finest and most complete lines that have ever been offered, with new money making bicycles and many original features.

WATCH THIS PAGE FOR THE ANNOUNCEMENT
THE POPE MANUFACTURING CO., HARTFORD, CONN.

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

STANDARD RUBBER PEDALS

SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

BREECH-BLOCK SPARK PLUGS

ALL are necessities; all all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

■
QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.



A GRIP THAT MERITS ITS NAME

It will not slip

It will not peel

It will not crack

It will not wear out

It will not sweat the hands

But it will give comfort and satisfaction and will add to the appearance of any bicycle.

THE WEARWELL RUBBER GRIP

is made over a single smooth tube, covered with purest Para gum rubber—soft, elastic, resilient—entirely seamless and shaped to fit the hand. The rubber is firmly secured at both ends by broad ferrules of **German Silver**. It is carefully made and will fit the handle bars perfectly.

Packed one dozen in a handsome display box

Retail price **35 Cents** per pair

Trade Prices On Application

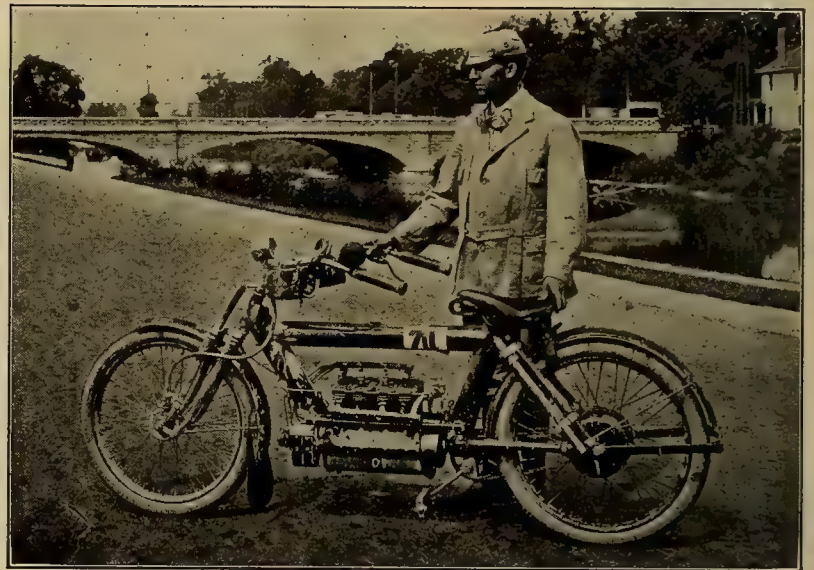
SEND FOR PRICES FOR STITCHED
LEATHER AND LEATHER WOUND GRIPS

HAVERFORD GRIP CO.

829 Arch Street,

Philadelphia, Pa.

PIERCE Vibrationless



PERFECT SCORE F. A. M. Endurance Contest

The above photograph shows F. L. Hunt, a Pierce rider, who earned a perfect score after having covered the distance from Cleveland to Indianapolis without a single repair or adjustment.

We claim superiority and prove it by actual performance.

CATALOGS OF BICYCLES AND
MOTORCYCLES ON APPLICATION.

The Pierce Cycle Co.
BUFFALO, N. Y.

BRANCHES—Denver, Colo., Oakland, Cal., Atlanta, Ga.

986 BICYCLE DEALERS
WHO DID NOT SELL

Diamond Bicycle Tires

IN THE 1908 SEASON HAVE
SOLD THEM THIS YEAR

They will all handle the Diamond line again next year.
Our list will keep on growing.

We don't lose bicycle tire customers.

One big reason for it is that values are now scrutinized
more closely by the progressive men of the trade
and by the consumer, than was true at one time.

The Diamond 1910 line is interesting to those who desire
to do business on such a basis.

C O R R E S P O N D E N C E S O L I C I T E D
S A M P L E S O N R E Q U E S T

THE DIAMOND RUBBER CO., Akron, Ohio

From the far ends of the country we are receiving
reports of splendid service given by

MORGAN & WRIGHT MOTORCYCLE TIRES

At Los Angeles, Cal., September 9th

Morgan & Wright tires won 11 out of 14 events on the program.

At Lowell, Mass., September 10th

Morgan & Wright tires took 3 firsts, 3 seconds and 4 thirds in the six events scheduled—as many of firsts and seconds and 2 more thirds than all competitors combined.

It is not only the fact that Morgan & Wright tires win races but also that they win them consistently every time and everywhere they are entered which should appeal to the man on the lookout for an absolutely dependable tire.

MORGAN & WRIGHT, Detroit

Emblem's First Event

Emblem Wins!

George Heil, motorcyclist of 30 days experience, makes perfect score in F. A. M. Endurance Contest.

The Kind of Machine for the Ordinary Kind of Man to Buy

EMBLEM MANUFACTURING CO., Angola, N. Y., U.S. A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

"The Speed King"

More Honors Awarded to **THE INDIAN**

At Lowell, where it won among other events,
the Long Distance Race and the Flying Mile.

OTHER RECENT VICTORIES

DETROIT
11 out of 16

RIVERSIDE
9 out of 10

ST. PAUL
Clean Sweep

EUREKA
11 Events—11 Wins

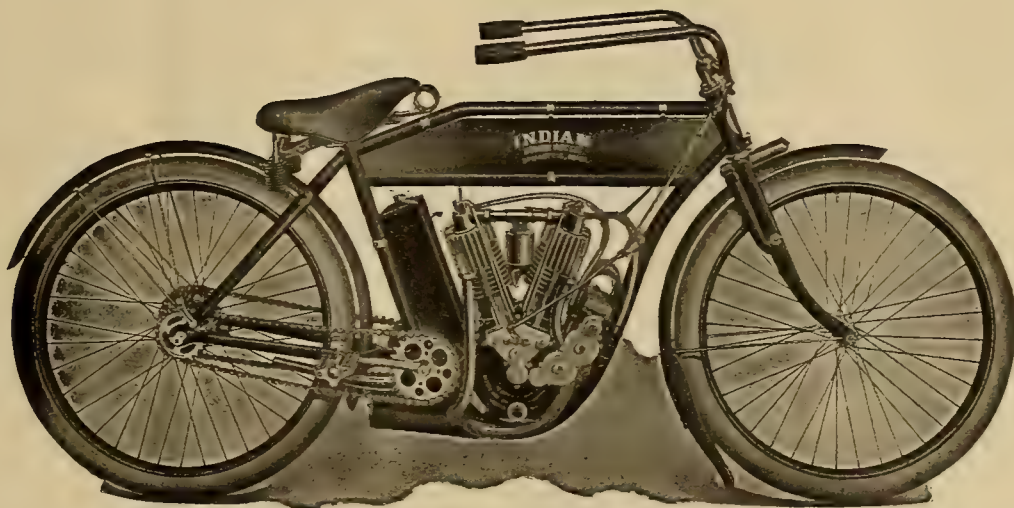
WASHINGTON
4 out of 5

BIRMINGHAM
Everything in sight

TORONTO
Beat all foreign
machines

GRAND RAPIDS
3 Events—3 Firsts

SPRINGFIELD
World's Hour Record



YOU DON'T HAVE TO MAKE EXCUSES FOR THE INDIAN

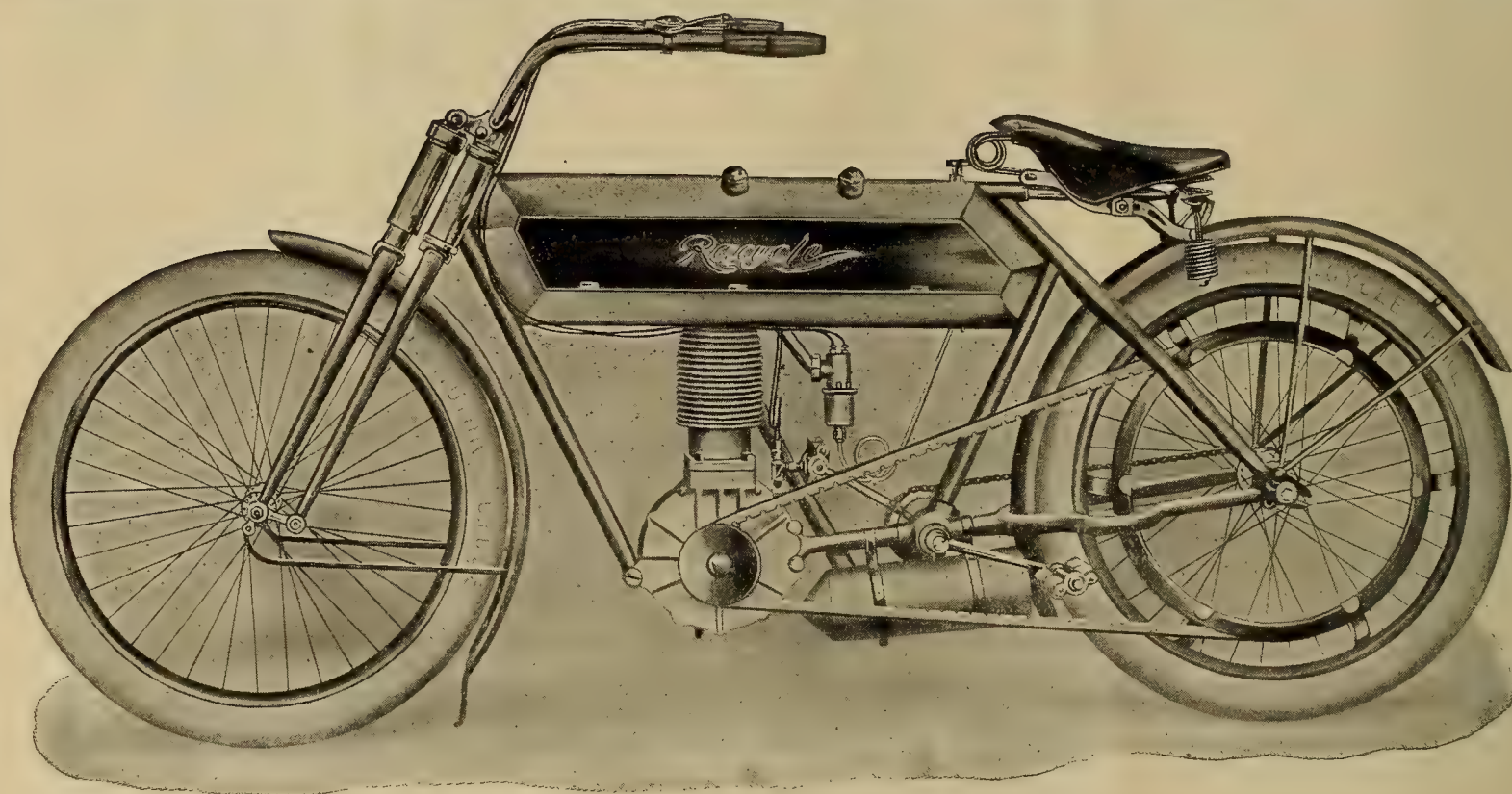
Send for Free Catalogue B.

HENDEE MANUFACTURING CO. SPRINGFIELD, MASS.

Member Motorcycle Manufacturers' Association.

CHICAGO BRANCH—1251 Michigan Avenue.

HERE IT IS!
The 1910
Racycle Motorcycle



The Motorcycle That IS a Motorcycle

Note the Beautiful Lines of the Frame!
Note the Comfortable Riding Position!
Note the Low Frame Construction!

Four Horsepower Engine
Emergency Gasoline Tank

Imported English Carburettor
Improved Musselman Coaster Brake

Write for full particulars and agency proposition. Closing agencies everywhere every day.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, September 25, 1909.

No. 1

SEEKING CONCESSIONS AT CHICAGO

Motorcycle Manufacturers Appoint Robie to Confer with Show Management—Six Days Races Disapproved.

In the absence of President Hendee, who is on the Pacific Coast, Vice-President Hurley (Thor) presided at the meeting of the Motorcycle Manufacturers Association, which occurred in Buffalo on Friday, 17th inst. The business transacted chiefly was of a routine nature.

The most important new business was the appointment of Fred C. Robie (Excelsior) a committee of one to confer with the management of the Chicago automobile show concerning terms and the location of the motorcycle section. Last year the Chicagoans were the only show promoters who granted no concessions to the Motorcycle Manufacturers Association, and Mr. Robie hopes to be able to point out to them the "error of their way." No member of the organization will contract for space at the show until Mr. Robie renders his report.

The unusual feature of the Buffalo meeting was the appearance on the scene of the much troubled professional promoter of the projected six days race in New York. He sent up an earnest plea for entries and support, but the manufacturers diplomatically turned him down. They conveyed to him their opinion that they did not view such events with favor, considering that any track event of more than 100 miles was unwise and untimely.

In addition to Messrs. Hurley and Robie, those present at the meeting were Messrs. Buffum (Merkel-Light); Remppis (R-S); Van Alstyne and Overman (Greyhound); Roberts (Harley-Davidson), and Ives (Reliance).

Pope Declares Accumulated Dividend.

The Pope Mfg. Co. this week cut something of a melon, the fullness of which was

not generally suspected. It took the form of a declaration of not merely a dividend, but an accumulated dividend on the preferred stock. It amounts to 6 per cent., the accumulation dating from August 1, 1908. It is payable September 30, to stock of record September 29. A regular quarterly dividend of 1½ per cent. on the preferred stock for the first quarter of the present fiscal year also was provided for. Arrangements have been made for the issuance of actual stock certificates in the reorganized company in exchange for the stock trust certificates employed in the reorganization plan, the trust certificates being exchangeable at the Central Trust Co., New York City.

Coaster Brake Licensees Confer.

The coaster brake licensees held a meeting on Tuesday last in the offices of Arbitrator Jackson in New York, but no inkling of the proceedings were permitted to escape, although rumors of the filing charges against one of the companies involved had preceded the session. Those present were Messrs. Glover and Earl (Corbin); Rockwell and Page (New Departure); Webster and Whittier (Eclipse); Jackson (Miami), and Sherman (Thor).

Denver House in New Hands.

The Fry & McGill Motor Supply Co. has been organized in Denver, Col., to take over the business of the Consolidated Supply Co. in the same city. The company, which is capitalized at \$100,000, will do a jobbing business in accessories and will handle motorcycles also, having already secured the agency for the Indian. J. E. Fry, W. J. Peete and J. C. McGill are the men back of the new enterprise.

Ovington Assets Under the Hammer.

The assets of the bankrupt Ovington Motor Co., New York, will be disposed of at public auction on Wednesday morning next, 29th inst., at 10.30 o'clock. The sale of course has been ordered by the receiver.

PACIFIC COAST VISITORS ARRIVE

They Report Business in a Satisfactory Condition—Motorcycle Interest Still Increasing in California.

R. W. Sayre, general manager of the Appeal Mfg. & Jobbing Co., Los Angeles, one of the first of the Pacific Coast buyers to reach the east on the annual pilgrimage, was in New York early this week. He reports that while the business on the coast this season showed an increase as usual, it was not quite so large as some of those in the trade had anticipated.

The bicycle is still the popular means of locomotion out there, Mr. Sayre stated, and there is every indication that 1910 will prove a "fine, large" year. Motorcycles, however, have come apace and the Appeal company for the first time is making ready to add them to its lines and as its travelers cover the entire state of California, it is the company's intention to handle the power driven machines in a large way.

In addition to representing several well-known nameplate bicycles on the coast, the Appeal Mfg. & Jobbing Co. also markets several brands of its own, which are assembled in its own plant. It makes a feature of a "can't buckle" bicycle—one in which the tubing contains a triangular reinforcement throughout its entire length, the reinforcement being applied by the Appeal people themselves. Mr. Sayre states that it has proved a strong selling feature and as of many hundreds of the bicycles that have been sold, but three have been returned with buckled frames, it is a feature that has given practical proof of its intrinsic worth.

Frank Branch, the Pope agent in Stockton, Cal., is another Pacific Coast tradesman who is now in the East. He too reports a satisfactory state of business, his sales during the past year having averaged 125 bicycles per month.

DISTINCTIVENESS IN NEW RACYLE

**Strength, Comfort and Silent Running
Among Its Characteristics—Specifica-
tions of Design and Equipment.**

That the 1910 motor Racyle, which practically marks the re-entry of the Miami Cycle & Mfg. Co., Middletown, O., into the motorcycle field, is a distinctive product, the accompanying illustration of it serves to show. As told in the *Bicycling World* several months since, the new machine has been under way for a year and that the big company's previous experience has been

ton displacement of 30.50 cubic inches. It is of the high speed type and rated at 4 horsepower. Although provision is made for carrying the regular battery and coil equipment for ignition purposes, either that or magneto equipment may be had at the option of the purchaser. Oiling to the motor is accomplished through a sight-feed lubricator, and the system is so contrived that it may be left to its own devices, continuing to serve the bearings properly without any attention on the part of the rider. The muffler, which is mounted under the hanger, is 4 inches in diameter, and 11 inches long. Its capacity is $4\frac{1}{2}$ times the piston displacement of the motor, which is to say that the exhaust is permitted to ex-

ligations to its stockholders on the same basis as last year, that is to say, to pay the $7\frac{1}{2}$ per cent. dividend which is assured to the holders of preferred shares, and the same rate on the common stock. This resulted in the distribution of the \$86,470, which includes \$19,166 brought forward from last year's account, into three sums. The preference shares receive \$46,875, the common or ordinary shares, \$18,750, and the amount carried forward to next year's account is \$20,845.

New Firm of "Motorcycle Brokers."

The Los Angeles Motorcycle Co. is the style of a new firm which has begun business in that California city at 843 Spring street. The members of the firm are E. P. Blair, who has had experience with several local concerns, and H. B. Drollinger, formerly of Grand Rapids, Mich. They style themselves "motorcycle brokers," but in addition to handling second hand machines they will do repair work and make a specialty of "tuning up" motorcycles for competitive purposes.

Rubber at Highest Price Known.

Crude rubber this week reached the highest price ever recorded, \$2.10 per pound. In February, 1908, it stood at 76 cents, and in July last at \$1.48. It was during the latter month the price of automobile tires was increased and as rubber since has advanced 62 cents or 40 per cent., an additional increase of 15 per cent. on casings and 20 per cent. on inner tubes was announced this week. Whether it foreshadows an advance in the price of bicycle and motorcycle tires naturally is a matter for considerable speculation.

MacDonald Succeeds the Hollands.

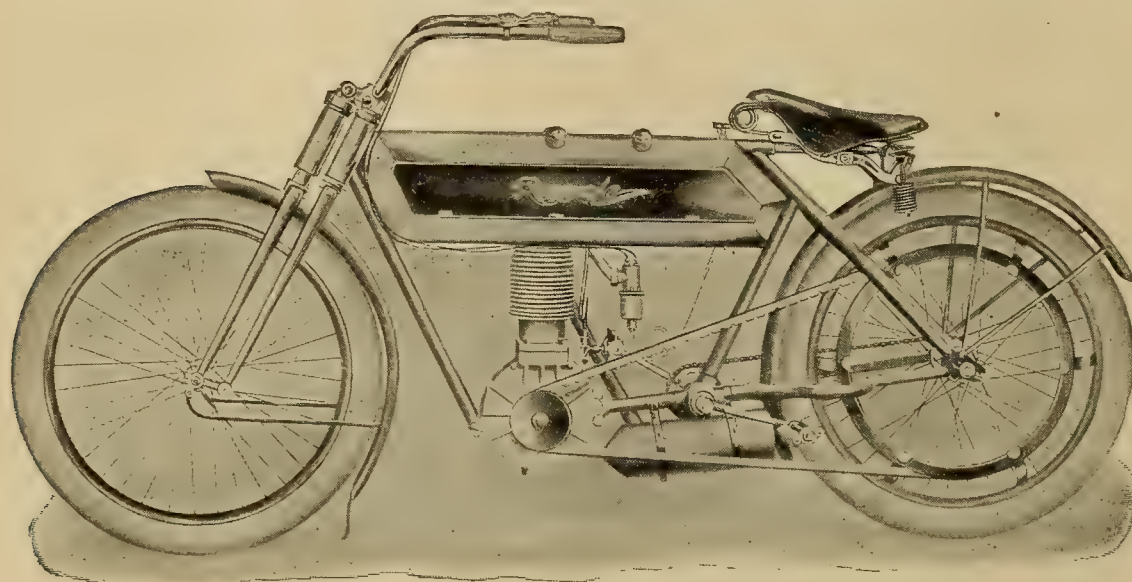
Lincoln Holland, Jr., has joined his father in Los Angeles, Cal., which means that the Holland bicycle establishment in Worcester, Mass., one of the oldest, if not the oldest in the United States, finally has changed hands. The new owner is R. MacDonald. When Holland, Sr., left to set up in the business in Los Angeles, his son remained in charge of the old place, where he has continued up to now.

Special Plant for the Excelsior.

The Excelsior Supply Co. hereafter will build its Excelsior motorcycles in a plant devoted to nothing else. A factory building, 325 by 75 feet, located at Union and Twenty-second streets, Chicago, has been acquired and will be exclusively used for the purpose; it also will permit of a considerably increased output.

Cheyenne House Changes Ownership.

Sampson Bros., who dealt in both bicycles and motorcycles at Cheyenne, Wyo., have disposed of their business to W. T. Lee and W. A. Wilson, of that city. The new owners are enthusiastic motorcyclists and previously were connected with the local telephone company.



turned to advantage is something that goes without saying.

In general construction, the frame is noteworthy. There are but 20 brazed joints in the entire frame and this, with the straight tube feature makes it so rigid that its makers have no hesitancy in branding it "the strongest motorcycle frame construction in existence." Even weight distribution is provided by the central and low position of the motor, which is hung on three points, as shown by the accompanying picture. The frame is built up of $1\frac{1}{4}$ inch tubing of 16 inch gauge. The new spring forks are perfectly straight but are given a considerable rake, throwing the front wheel well forward and making room for the motor, which is vertical, and swung a little forward of the center.

Tankage capacity is provided for $1\frac{1}{2}$ gallons of gasolene and $\frac{1}{2}$ gallon of oil. There is a reserve fuel tank, destined for emergency use, which holds a half gallon of the needful fluid. With the batteries and coil, the tanks are housed in a single casing occupying the upper panel of the frame. This fact, as well as the central position of the motor already referred to, and which makes it possible to make the necessary connections to the motor in a very direct manner, gives a neat and unencumbered aspect to the mount which is far from being displeasing.

The single cylinder motor is of $3\frac{1}{4}$ inch bore by 3-11-16 inch stroke, yielding a pis-

pand to four times its volume on leaving the engine before it escapes to the air. The reduction in pressure thus provided for is sufficient to ensure for unusually silent running without the sometimes attendant difficulties of choking or heating.

The spring forks, which are of the barrel and plunger type, are hinged top and bottom, and are provided with means for adjustment to correct for the weight of the rider. The wheel base is 50 inches. Transmission is by belt drive, with an option on either "V" or flat types. As the saddle is set on a horizontal stem running into the top tube, a very low riding position is assured which, with the front suspension and long base, are calculated to make the machine a particularly easy riding one.

Premier Reports Reduced Profits.

First of the prominent British cycle companies to file its annual report, as is required by law, the Premier Cycle Co., Ltd., one of England's oldest manufacturers, has announced the total figures covering its manufacturing and trading operations for the fiscal year ending July 31st current, which shows a falling off of \$5,900 in gross profits, while the net profits, deducting all expenses and dividends amounted to \$67,304, as against \$112,255, which was the net profit one year ago. Despite the diminution in income from the business, however, the company has been able to fulfil its ob-

EXPLOSIONS IN THE WRONG PLACE

What Causes Them Sometimes to Occur in the Muffler—Some Sources of Back-firing into the Carburetter.

One of the most vexatious and at times dangerous forms of distemper to which the gas engine is subject happens when the gas explodes in the wrong place, that is, either in the muffler, or exhaust or inlet pipes.

may produce the same result, as may a spark which is over retarded, and which does not become effective until the exhaust has commenced.

A more difficult cause of muffler explosions to trace to its source, occurs with certain magneto arrangements, in which the grounding of the contact breaker is brought about when a little arm on the valve lifter rod touches a spring on the magneto. Any derangement of the parts, such as a lax adjustment at the grip or the slippage of the little arm in its own ad-

the carburetter. Backfiring may be caused by a defective inlet valve spring, where the automatic type of valve is employed, by an imperfectly closing valve, as one with a crooked stem, a worn seat or a broken head; or by a valve which is not timed properly. One of the oddest puzzles of the old time engines was the fact that they almost invariably missed-fire when fed a weak mixture. Modern engines, especially those having mechanically operated inlets are not so prone to this difficulty, but when the gas is thinned out to an extreme point

THE POPE MFG. CO.'S BICYCLE SELLING STAFF.



1—J. F. Cox, Manager Bicycle Department. 2—H. A. Lienhard, Manager Foreign Sales Department. 3—L. D. Harden, Correspondent, Name-plate Bicycles all Eastern territory. 4—G. A. Carey, Correspondent, Name-plate Bicycles all Western territory. 5—H. A. Stillman, Jobbing Bicycles, all territory. 6—E. C. Hopkins, Salesman for New Jersey, Pennsylvania, West Virginia and Ohio. 7—B. A. Edgar, Special Salesman. 8—M. G. Littlefield, Salesman for Kentucky, Indiana, Illinois, Iowa, Minnesota, Wisconsin, North Dakota and South Dakota. 9—F. W. Prior, Salesman for Missouri, Kansas, New Mexico, Nebraska, Colorado, Utah, Wyoming and portion of Texas. 10—D. G. Ryan, Salesman for New England States. 11—Jos. Redlinger, Salesman for Tennessee, Alabama, Mississippi, Louisiana, Texas, Arkansas and Oklahoma. 12—R. H. Smith, Salesman for New York and Michigan. 13—O. Gudenschwager, Salesman for Wisconsin, Minnesota, North Dakota, South Dakota, and Western portion of Northern Peninsula of Michigan. 14—F. W. Starr, Salesman for Delaware, Maryland, Virginia, District of Columbia, North Carolina, South Carolina, Georgia and Florida. 15—H. W. Mills, Correspondent, Advertising Department. 16—F. W. Wegner, Correspondent, Foreign Department. 17—H. C. Rood, Correspondent, Foreign Department.

As a rule, muffler explosions are caused as a result of one or two missed explosions, the unused gas having accumulated in the passages of the muffler in sufficient volume to be set off by the first hot discharge which comes down the exhaust pipe. An ill-fitting exhaust valve, however, a mixture too weak to fire in the cylinder, but accumulating strength by condensation and re-evaporation; or an inefficient spark also

justment, may result in permitting the magneto to continue generating a spark when it ought not to. The result is that any gas in the cylinder is at once ignited, while its flame travels straight through to the muffler.

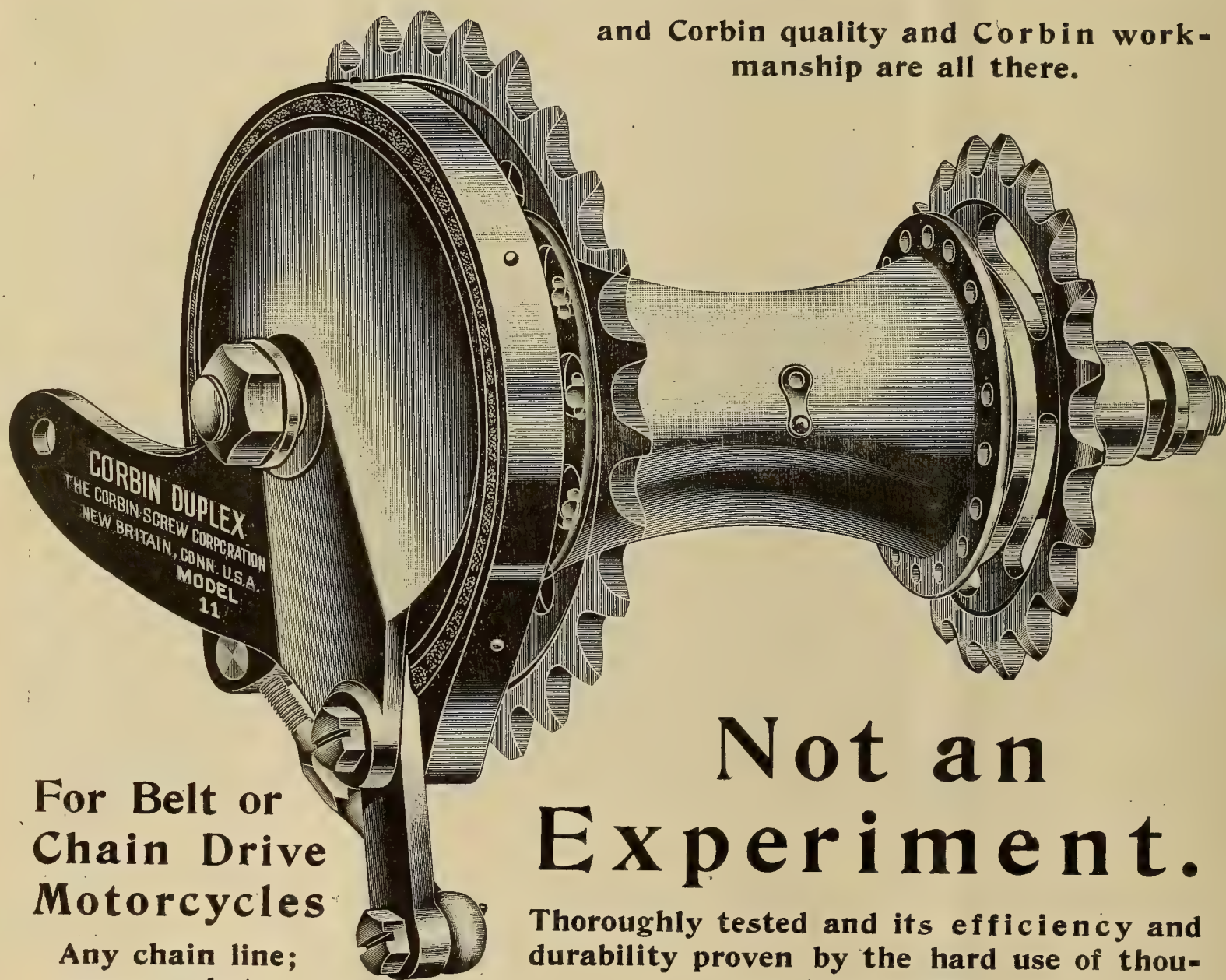
As for the opposite cause of difficulty, namely backfiring into the carburetter, that may result more seriously, since there is always the chance that it may set fire to

even the best of them fall. Thus the stoppage of the gasoline supply or a temporary clogging of the jet often is indicated by a certain amount of popping. Another source of back-firing arises from extreme retardation of the spark. With some engines, this may result in giving the last of a spark intended for a previous charge to an incoming one, just as soon as the inlet valve opens.

If it's a Band Brake you want
we now can supply that, too.

It's a Corbin

and Corbin quality and Corbin work-
 manship are all there.



For Belt or
 Chain Drive
 Motorcycles

Any chain line;
 any sprocket.

Not an
 Experiment.

Thoroughly tested and its efficiency and
 durability proven by the hard use of thou-
 sands of riders.

QUOTATIONS ON REQUEST

CORBIN SCREW CORPORATION, NEW BRITAIN
 CONN., U. S. A

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Published Every Saturday by

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F. W. Roche, Secretary.

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Invariably in Advance.

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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 25, 1909.

"Enclosed find check to cover my yearly subscription for the *Bicycling World and Motorcycle Review*. It is the paper. Any rider (bi or motorcycle) who does not subscribe for it must have a grudge against himself."—A. O. Viereck, New York City.

Making the Bicycle Weatherproof.

Although the suggestion was permitted to go to waste by American manufacturers, the weatherproof bicycle suggested months ago by the *Bicycling World* has made its appearance abroad, where it is styled the "all-black bicycle." No nickeling whatever is employed, which means that the bicycle is one that easily may be kept clean and "looking respectable" in any climate.

The advantages of such a mount, however, are particularly apparent in damp atmospheres and near the seashore, where rust makes such quick inroads on nickeled surfaces and often causes a comparatively new and expensive machine to appear decrepit and worth less than the proverbial thirty cents. It is not likely that an all-black bicycle will endanger the popularity of the nickel-trimmed machine, but that there is a field for a rustless or nearly rustless model seems reasonably plain.

At this time when manufacturers are making up their lines for the new year,

the subject is well worth their consideration. Such a bicycle easily can be made to constitute a feature of any line. And no motorcyclist will object if the motorcycle makers also turn their attention to the rust-proofing of the several rods and levers that are particularly susceptible to rust in certain climates.

The Value of the Free Engine.

The great increase in the weight of motorcycles and in the use of magnetos and twin cylinder machines has done much to bring home to many riders who previously gave little or no thought to the subject, the necessity for two-speed gears and free engines, and while the invention of such devices is not a simple matter, their far reaching benefits and the important influence which they must have on the future if not on the permanency of the industry is such that the subject is of vital consequence and no effort or expenditure that seeks its solution is too great; the two-speed gear affording a free engine is far and away the most necessary improvement; it is far more necessary in this country of poor roads than in those countries where good roads are the rule, but it is of real value anywhere, though individual enthusiasm temporarily may cloud the fact. The lightweight motorcycle may somewhat relieve the situation, but it cannot wholly do so.

How the absence of the two-speed, free engine gear makes itself felt is well illustrated by a case related by the newspapers of Dallas, Texas, where the post office authorities have employed a motorcycle for the collection of mail. "The way the thing runs now," says the Texas print, "every time the collector stops at a box, he nearly breaks his back starting the engine again; and this starting and stopping takes considerable time." Practically the same sentiment is expressed by an old motorcyclist, who declares that he feels "cheap" and shamefaced every time he starts his machine when anyone is looking and he finds it necessary to go through the jumping jack performance of standing on his pedals to apply the strength and work up the speed that is required to cause his heavy magneto-ignited motorcycle to pick up. And candor compels the statement that such acrobatic performances scarcely can favorably impress the casual spectator even if it does not cause him to grin.

With the approach of cold weather and the consequent congealing of the oil in

the cylinders, this strenuous exertion will be increased and the rider possessed of a free-engine device well may call himself blessed.

"Eccentricities" of a "Genius."

Unless it is designed as a substitute for a comic supplement such as goes with its Sunday issue, just what is the real purpose of the New York World's sporting page long has been beyond fathoming. It is the butt of the newspaper fraternity and so far as can be judged its chief excuse for existence appears to be to permit the man who conducts it to publish his portrait almost daily and to advertise and otherwise exploit himself at the expense of the paper itself by the use of I-told-you-so's and cheap wit, in which the personal pronoun usually is conspicuous.

Its trustworthiness was evidenced last week when this alleged genius reported that the Century Road Club's outing had proved a frost, no one appearing to participate in it, when as a matter of fact, it was one of the largest cycling gatherings that have occurred during recent years, more than 300 riders actually taking part. As if the fake report were not sufficient, the "genius" took occasion to use it as a peg on which to hang about the dirtiest and most uncalled for belittlement of cycling which ever has appeared in print; he punctuated it with some of his alleged wit and expressed his great joy over the "passing of the bicycle," which he declared was deserved and which he said was proved by the "frost," which in truth was such an unusual success. When some of the Century Road Club men took him to task he repeated his libel on cycling and shamelessly declared that his report of the utter failure of their outing was the result of "observation," presumably his own; for according to some accounts it is not unusual for his ability to observe anything to be obscured.

While it is known that the New York World has a strong stomach—and it must have it to stand such stuff as fills its sporting page—there must be something wrong high up in the Pulitzer establishment when it will permit any of its men to so grossly misuse its columns, not only for the purposes of self-exploitation, but to cover up his fakes and misrepresentations.

"I failed to receive the last issue of the *Bicycling World*; please send me a copy. The days seem very dull without the *Bicycling World*."—Edw. Bentley, Lincoln, Ill.

CORRESPONDENCE

Aviation Aided by the Bicycle.

Editor of the Bicycling World:

So much is heard about air ships and automobiles these days that few people stop to consider the part of bicycle has played in helping to develop these useful, if expensive, methods of annihilating space. It cannot be denied that the airship, when perfected, will become a very important factor in modern life. Where would the automobile be today without the pneumatic tire? And what was it that caused the air tire to be invented and perfected? The bicycle. When J. B. Dunlop conceived and carried out the idea of encircling a wheel with an air cushion, he little thought of the vast industry that was to be the outcome of his invention. It is only fair to give credit where it is due, but how many automobilists give the bicycle any credit for proving the inestimable value of the air tire as a shock absorber.

Then there is the ball bearing, which was developed to a high degree of efficiency in the bicycle, and which is now used in numberless devices, for reducing friction to the minimum. The arts of enameling and nickel plating also became greatly improved by the painstaking and costly experimenting given them in the bicycle industry among the better class of makers; and the data collected, after years of careful study and practical tests by the cycle engineers is taken advantage of today by those engaged in different forms of light structural engineering. The airship which has been brought to the highest degree of perfection to date is that of the Wright brothers, and it should not be forgotten that Orville and Wilbur Wright ran a bicycle repair shop in Dayton, O., and it was in this shop, and at their bicycle repairing that they made their initial experiments on the mechanism of flying machines. These are only a few of the things the bicycle has helped to develop and although, to use a simile, the house claims most of the attention, it should not be overlooked that, without a foundation to stand on, the house would not be possible.

WM. A. THORNBURN, Buffalo, N. Y.

Kicherer Expresses Some Surprise.

Editor of the Bicycling World:

The letter from the Hendee Mfg. Co., as published in your issue of September 18th, no doubt surprised the thousands of your readers as much as it did ourselves.

In stating the facts regarding the stuffing of the N. S. U. carburetter, as any manufacturer would have done, we referred to no one personally or collectively. Then why this heaping of coals upon our heads; why all this unnecessary wrath and personal remark? It is a puzzle to us, possibly explained by that old maxim:

"If the shoe fits put it on."

We are positive that the composer of that presumable, but unnecessary defense, issued it in a burst of uncontrollable blinding wrath, which it is impossible to believe had executive approval or sanction.

N. S. U. MOTOR CO.,

By E. C. Kicherer, Vice-President.

The Status of "Dirt Track Records."

Editor of the Bicycling World:

Will you please let me know the correct bicycle records for from one-eighth to one mile on a dirt track?

H. FERGUSON, Grand Rapids, Mich.

[There are no correct records of the sort. "Dirt track records" merely are "phony" or "courtesy records." They are not recognized or tabulated and no one in authority keeps account of them. The only bona fide records are the fastest times recorded, regardless of the size or surface of the tracks.]

Hopkins Appreciates a Good Thing.

Editor of the Bicycling World:

Copies of the Bicycling World's Table of Speed Averages received, for which accept my thanks. It is a very interesting table, also useful and very acceptable. You are always doing something real good.

C. C. HOPKINS, San Francisco.

Wants Suggestion for a Skirt Guard.

Editor of the Bicycling World:

I have a 1908 R-S motorcycle and have a tandem attachment on it. Can you suggest some kind of a guard to prevent a lady's skirt from catching in the back wheel and chain?

J. L. MYERS, Wilmington, Del.

"Tasting" as a Test for Oils.

Like tea and coffee "tasters," and those happy mortals who put in their time sampling wines on a monthly salary basis, manufacturers and dealers in lubricating oils find themselves able to judge pretty closely of the quality and properties of any given "blend" merely by trying its flavor. To the ordinary tongue most all oils seem pretty much alike, and almost equally repulsive. But only a little practice is required to discover certain very striking differences, due to the nature and proportions of the ingredients. For ordinary purposes, the practice of tasting oils is to be recommended only as a test for acid, which, as a most harmful presence in any compound intended for lubricating purposes, should be rigorously guarded against.

Making Adjusting Nuts Secure.

Owing to the shortness of the retaining bolts used on some compensating sprockets, the adjusting nuts have a tendency to loosen, and drop off, especially on the high-powered machines where the engine pull on the sprockets is considerably more than on smaller machines. The loss of one or two nuts puts a greater strain on the remaining bolts and make it quite difficult to adjust

COMING EVENTS

September 26, Baltimore, Md.—Carroll Cyclers handicap road race; open.

September 27-October 2, New York.—Motorcycle Contest Association's six day amateur race on Brighton Beach track; open.

October 3, Valley Stream, N. Y.—New York State Division, Century Road Club of America's annual 100 miles road race; open.

October 8-9, Dayton, O.—Dayton Motorcycle Club's two days race meet at fair grounds track; open.

October 10, Little Rock, Ark.—Motorcycle races at fair grounds track; open.

October 27, 28 and 29, Dallas, Tex.—Motorcycle races at State fair grounds track.

November 25, Augusta, Ga.—Augusta Motorcycle Club's Thanksgiving race meet at fair grounds track; open.

the sprocket with any degree of comfort, it being necessary to keep it considerably tighter than usual to prevent the engine from racing. One way of overcoming the trouble is to remove all the nuts, and place lock washers with the gripping faces out, against the flat springs which equalize the pressure of the nuts on the outer disc of the sprocket. Then replace the large nuts and adjust the sprocket to suit. The small lock nuts may be discarded as the split washers, if they are properly put on, will prevent the adjusting nuts from taking their departure.

Give the Rear Wheel Careful Inspection.

When looking over the machine after a run, or just before taking it onto the road, the condition of the rear wheel should be inspected very carefully. Riders whose experience dates back to hundreds of miles, many of pedal propulsion find it difficult to appreciate the amount of strain which comes upon the driving wheel of an engine driven mount. As a matter of fact, this is at times enormous, due to the fact that the wheel not only carries the greater weight of the more heavily constructed machine, but also transmits through the spokes, hub and rim the full driving force. Hence, the rupture of but a single spoke should be regarded as a much graver accident than would be the case with the rear wheel of an ordinary bicycle.

Tendency of Magneto Plugs to Foul.

Magneto plugs having a much smaller air gap than the battery type are more liable to foul or short circuit when no current is passing through them, as in coasting, with the valves raised, and the magneto contact breaker short circuited. This would seem to account for the temporary misfiring which sometimes occurs when the ignition is switched on again after being temporarily interrupted and which sometimes proves puzzling.

KRAMER FORGING TO THE FRONT

He Reduces Clarke's Lead for the Championship to One Point—Then He Defeats Lawson in Match Race.

Not only did Frank Kramer bring his national championship standing for this season's title up to within one point of "Rocket" Clarke's, at the Newark (N. J.) Velodrome, Sunday, 19th inst., but in a match race with Iver Lawson he disposed of the western crack in easy style. Although only getting third in the one mile championship event, Clarke gave a splendid exhibition by capturing the five miles handicap from scratch, in which, however neither Kramer nor Lawson started. Patrick Hehir, the Australian who has not yet worked himself up to the speed he let loose at Salt Lake City during the summer, was able, nevertheless, to take the two miles professional invitation from a fairly strong field, assisted in a measure by the teaming habits which the western contingent have brought with them from the Mormon capital.

Eliminations in the trial heats and semi-finals left Lawson, Fogler, Clarke and Kramer the four contenders for the one mile championship. Fogler took the lead and the quartet went around the track at a fair pace with Kramer coming up even occasionally and then dropping back. On the second of the six laps Lawson punctured and retired, so that until the bell Fogler, Clarke and Kramer made a quiet procession in the order named, even holding it until the backstretch of the last lap was reached. There Kramer sprung a jump, coming even with Fogler and overlapping Clarke. Around the last turn the three fought, Clarke being in the middle, and, coming into the stretch, Fogler's galloping sprint forced Clarke up toward Kramer, who yielded not an inch, so effectually locking in the little Australian that he sat up and raised his hand in protest as Kramer outsprinted Fogler to the tape. The order of finish added 5 points to Kramer's score and 2 points to Clarke's, making them 32 points and 33 points respectively.

When Clarke dismounted he was at white heat with rage, claiming to Referee Kelsey that Kramer had cut down on him. The referee had not seen the incident, but after consulting several in whose judgment and powers of observation he relied, he turned the protest down. The general opinion was that Fogler had ridden up slightly, that Kramer had refused to be generous and that Clarke had been caught in the squeeze, all of which shows that Kramer has a hair-trigger thinking apparatus, whatever the situation may be.

Before the race, Floyd Macfarland, whose long headedness in cycle racing matters is a matter of reputation, endeavored in his capacity as Clarke's manager, to have an

agreement by which in case of a puncture to one of the contestants the race should be run over. With Clarke at 31 points and Kramer at 27, the proposal was a crafty one, but Kramer was not caught.

"Not on your life," he exclaimed. "They didn't give it to me when I punctured in the earlier championships, and I'll take my chances now on a puncture."

In the match with Kramer it was evident that Lawson had little confidence in his ability to hold his rival. The first heat, at one mile, was ridden with Lawson in front until the last lap, when Kramer came along side and beat his man in the stretch. More excitement was provided in the second heat at half a mile, however, when Lawson attempted a match riding stunt that has not been tried at Newark for a long time. At the start there was a long period of jockeying and standing still, each man trying to make the other take the lead, with Lawson finally obtaining this minor victory. Cautiously and slowly Kramer lead around the topmost edge of the track in the first lap, with Lawson close behind. Kramer had just completed a backward glance and turned face front when Lawson shot down the bank in one of his catapult jumps and was flying away and opening an immense gap before Kramer could get going. Both set up a terrific clip, but riding a pursuit race from in front is quite different from riding it with the other man ahead, so that Kramer by desperate work caught the tired Swede in the last lap and breezed by him in the stretch, several yards to the good at the tape.

As is not unusual in novice events, the riding was extremely wobbling, and this time F. H. Arnold, of the Bay View Wheelmen, went headlong over the bank of the high part of the track as a result of tangling with another rider after the finish of the second heat. He broke a collar bone, but was not seriously injured. The race was won by Arthur Andres, of Newark, in 2:47½.

Although seemingly helped by Bardgett in the two miles invitation, Patrick Hehir was not placed advantageously in the grand rush for home, but he pushed through and beat West to the line, with Fred Hill, Krebs and Anderson following in for the lesser money. The time was 4:41. "Let the devil take the hindmost," was the spirit of the half-mile amateur handicap, and the race was a hummer. From scratch Joseph Passinger caught the markers one by one, finishing in front in the fast time of 59½. Second place went to E. J. Hollister, of Salt Lake City, who had started from 40 yards and had been picked as the probable winner, while Frank Blatz, a strong Jersey City rider, from 50 yards, nailed third. Things were made interesting in the five miles amateur when at three and a half miles William Pettit, a Long Island speed merchant, drew a big lead on the bunch. The others all shirked the task of pulling the pack up to him, until finally Maurice Vanden Dries bade them goodbye and

sprinted in lonely pursuit before they could tack on. He kept it up until he drew even with the fugitive, and then the pair traded pace with such good effect that they held their long advantage clear to the line, Vanden Dries having no trouble in pulling away from Pettit in the stretch. Paul Heidrich headed the main body when it arrived, but was disqualified, third place being given to Blatz, with E. J. Mataille fourth and E. S. Burns fifth. The time was 10:43, the excellence of the showing being accounted for by the chase for lap prizes, in which Heidrich and Pettit took first and second honors, respectively.

Some fast men decorated generous marks in the five miles professional handicap and Kramer and Lawson passed it up, but Clarke mounted at scratch and undertook the job of overhauling them. Despite the lap prizes the long markers did not ride their heads off and the field bunched at two miles, so that while Lawrence and the others were gathering the lap money, Clarke had plenty of time to worm his way to a comfortable position for the finish. Taking no chances on being pocketed, a fate which he meets too frequently, he went to the front on the backstretch and lead everybody in at whirlwind speed, though Fogler uncorked a sprint in the stretch that put him within four or five inches of victory. Krebs, West and Anderson were next for the place prizes. Lawrence, the recent amateur champion, took seven lap prizes which constitute his professional earnings to date. The summaries:

One mile novice—Won by Arthur Andres, Newark; second, E. J. Burns, Newark. Time, 2:47½.

One mile national professional championship—Won by Frank L. Kramer; second, Joseph Fogler; third, A. J. Clarke; fourth, Iver Lawson. Time, 3:28.

Half mile handicap, amateur—Won by Joseph Passinger (scratch); second, E. J. Hollister (40); third, Frank Blatz (50). Time, 0:58½.

Two miles invitation, professional—Won by Patrick Hehir; second, Fred G. West; third, Fred Hill; fourth, Floyd Krebs; fifth, Norman Anderson. Time, 4:41.

Five miles open, amateur—Won by Maurice Vanden Dries; second, William Pettit; third, Frank Blatz; fourth, Eugene Bataille; fifth, E. S. Burns. Time, 10:43. Lap prize winners, Heidrich first, Pettit second.

Professional match race between Frank L. Kramer, East Orange, N. J., and Iver Lawson Salt Lake City—First heat, one mile, won by Kramer. Time, 3:37½. Second heat and match, one-half mile, won by Kramer. Time, 1:58½.

Five miles handicap, professional—Won by A. J. Clarke (scratch); second, Joseph Fogler (20); third, Floyd Krebs (115); fourth, Fred G. West (150); fifth, Norman Anderson (110). Time, 10:43½. Lap prizes, Percival Lawrence 7, King 6, Jones 5, Bardgett 2, Root 2, Fred Hill 2, Anderson, T. Smith, McPartland, Ben Hill and Triebel 1 each.

What F. A. M. Endurance G & J MOTO

From E. M. Hughes, Louisville, Ky. (Perfect Score.)

I did not have one minute's delay on account of tire trouble. I can but marvel at the excellence of your tires for in the Endurance Run it was a blind dash through the dust nearly all the way and it seemed at least 50 rocks went to the rims. My weight is 190 pounds and I did not even so much as pump up my tires on the entire run from Cleveland to Indianapolis.

I know many others who went through the run with G & J Tires and had no more trouble than I.

From Chas. A. Kent, Erie, Pa. (Perfect Score.)

I went through the F. A. M. Endurance Run on G & J Tires with a perfect score and did not have a puncture. Last year I made a 1500 mile trip through New York, Conn., and Mass. and never had a puncture and the tires showed hardly any wear.

From B. A. Swenson, Providence, R. I. (Perfect Score.)

Your tires gave me the best of satisfaction in the F. A. M. Endurance Contest from Cleveland to Indianapolis. At no time was I delayed by tire trouble.

The above are only extracts from a few of the many of the Endurance Run who used G & J Tires.

G & J Motorcycle Tires not only gave their users the comfort and speed. They not only won out but were the invariable choice of 70% of the racers.

This remarkable record should be convincing evidence of the excellence of G & J Tires—that the G & J certainly has a big long lead over the competition. They are comfortable, require less attention and are less expensive in the long run. Don't really bank money on this before on account of the fact that you will have to get tires that measure up with the rest of their product.

It shows again that to get the most speed you must use G & J Tires. Racers insist upon them.

So don't take the other fellow's dust. Get G & J Tires in all the styles also our line of various useful accessories for the motorcycle.

Kansas City
Cleveland
Pittsburg

Los Angeles
Atlanta
St. Louis

Boston
Portland
Omaha

G & J TIRE COMPANY

Riders Have to Say About CYCLE TIRES

From C. W. McDonald, Ashland, Ky. (Score 984.)

I am proud to say that I arrived in Cleveland with Louisville wind in both G & J Tires and not a single puncture. I also took Cleveland wind to Indianapolis in the F. A. M. Endurance Run.

From F. L. Hunt, Rochester, N. Y. (Perfect Score.)

When I reached Buffalo to start for the F. A. M. Endurance Run the machine I was to ride was crated for shipment with tires contrary to my orders. I had the machine uncrated and had G & J Bailey Tread Tires put on according to my original order. The result—Cleveland to Indianapolis on Buffalo air, and there you are.

From Chas. S. Spencer, Springfield, Mass. (Perfect Score.)

I went through the 1909 F. A. M. Endurance Run from Cleveland to Indianapolis without any tire troubles whatsoever. I use G & J Tires on my road machine and also on the machine I use on the new Springfield Stadium track. They give me perfect satisfaction.

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Y, Indianapolis, Ind.

Minneapolis
Detroit
Chicago

New York
San Francisco
Denver

Buffalo
Philadelphia
Toledo, O.

What F. A. M. Endurance Riders Have to Say About G & J MOTORCYCLE TIRES

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BIG FIELDS AND CLOSE FINISHES

Real Racing at Olympic Park Motorcycle Meet—Drummond Does the Best Riding, but Honors are Scattered.

Large fields and eyelash finishes made the New Jersey Motorcycle Club's fourth race meet of the season at Olympic Park, Newark, on Saturday last, 18th inst., the most interesting and exciting ever held by that live organization. The card was composed of 11 numbers and they were about equally divided between singles and twins with a few kindergarten events sandwiched in between. Most of the machines were too fast for the unbanked half mile dirt oval, and some lively skidding resulted. Over 3,000 people saw the races, and there was not a dull moment during the afternoon. Percy Drummond, of Newark, pocketed the good things in the twin cylinder classes, and did some of the best riding of the day.

Drummond's first victory was in the five miles scratch for machines in the 61 class, which he won from George Riechey by ten yards after a hot battle. In the last lap Riechey came up from the rear and challenged Drummond for the lead and they swept down the backstretch on even terms. Riechey couldn't hold the turn as well as Drummond and fell away, and the latter gained his lead in the homestretch, winning in 7:20½. The miss and out was another triumph for Drummond, who jumped the field and won by a good margin in 4:19½. The distance was three miles.

The five miles handicap was the best race of the day, and produced some spectacular riding. Twelve riders started for the silver cup offered to the winner. William James on an Indian was the limit man with 55 seconds, while Drummond was on scratch. Carl Bush on an Excelsior with 25 seconds overhauled all but James, who had the race well in hand, thanks to his comfortable margin. In the last lap James misunderstood the signal, thinking that the race was over and sat up and Bush passed him at the tape. Drummond made a gallant effort to climb up front, but his handicap was too much for him and he finished third, 75 yards behind the winner. Bush and James agreed to rerun the race with the same handicaps and the former result was reversed.

The team relay match was a walkover for Drummond and James who had the fastest machines in the race and ran away from their rivals. In the first two miles, which was run on singles, James went out and ran up a lead of 75 yards, which he turned over to Drummond's keeping for the last half. Drummond's Indian outclassed the other machines and he rode rings around them in his half. Bush (Excelsior) and Hamilton (Indian) comprised the second team. The time was 6:28½. Kenneth Moore, on an Excelsior, won the curtain

raiser, three miles for machines in the 30:50 class in a tabasco finish with James.

Moore and James had a warm argument in a one mile match, and the former got the decision by a hair's breadth. Over-anxiety cost Bush the half mile novelty after he had it practically won. The starters were sent away from the tape on foot and after running 50 yards mounted their machines and rode until within 50 yards of the finish when they again dismounted and indulged in another sprint to the tape. Bush made a clever pickup of his machine at the start and got away in the lead, but overshot the dismounting line near the finish and did not qualify. Hamilton and Segelbach started the final dash on even terms, but the former was the better sprinter and crossed the tape first.

George Riechey bit off more than he could chew in attempting to ride a mile on a motorcycle while H. E. Coryell rode half that distance on a bicycle, for Coryell won in 1:36½. The summaries:

Three miles for machines not exceeding 30.50 cubic inches piston displacement—Won by K. F. Moore, Excelsior; second W. James, Indian; third, G. H. Riechey, Excelsior. Time, 4:38.

Five miles for machines not exceeding 61 cubic inches piston displacement—Won by Percy Drummond, Indian; second, George Riechey, Indian; third, George Hamilton, Indian. Time, 7:20½.

One mile match—Won by K. F. Moore, Excelsior; second, W. James, Indian. Time, 1:31.

One mile match—Won by W. James, Indian; second, K. Owen, Indian. Time, 1:34½.

Miss-and-out for machines not exceeding 61 cubic inches piston displacement—Won by Percy Drummond, Indian; second, George Riechey, Peugeot; third, George Hamilton, Indian. Time, 4:10½. Distance, 3 miles.

Special handicap match between bicycle and motorcycle—Won by H. E. Coryell, on bicycle, ½ mile; second, George Riechey, Yale, 1 mile. Time, 1:36½.

Three miles handicap for machines not exceeding 30:50 cubic inches piston displacement—Won by W. James, Indian (4 seconds); second, K. F. Moore, Excelsior (scratch). Time, 4:35.

Half mile novelty—Won by George Hamilton, Indian; second, Karl Segelbach, Indian; third, K. F. Moore, Excelsior. Time, 1:16.

Five miles handicap for machines not exceeding 61 cubic inches piston displacement—Won by Carl Bush, Excelsior (25); second, W. James, Indian (55); third, Percy Drummond, Indian (scratch). Time, 6:39½.

One mile match—Won by Carl Bush, Indian; second, George Riechey, Indian. Time, 1:26½.

Four miles relay team match—Won by William James and Percy Drummond, Indian; second, Carl Bush, Excelsior, and George Hamilton, Indian; third, George Riechey, Yale and Indian. Time, 6:28½.

MOTORCYCLES THE REAL FEATURE

Three Races Furnish Thrills for the State Fair at Syracuse—Vice-President Sherman Among 20,000 Spectators.

Never before in its history have so many people passed within the fair grounds gates at Syracuse, N. Y., as on Saturday last, 18th inst., when over 20,000 spectators witnessed the automobile and motorcycle races which marked the last day of the state fair. Prominent among the notables were Vice-President Sherman and Lieutenant-Governor White. Of the nine events three were for motorcycles and they furnished the closest and most exciting sport of the day, the automobile classes having few starters and being for the most part walkovers.

The meet opened with a five miles event for single cylinders, which was hotly fought every inch of the way between Edward Stauder, of Rochester, and A. S. Noonan, of Rome, both on Indians. Stauder won in a blanket finish in 5:27½.

The ten miles single cylinder for the championship of Central New York, drew 17 starters and was split up into heats, the first four qualifying for the final. It resulted in a three cornered battle between William Shields (Excelsior), Noonan and James Fynmore, another local rider (Indians). Shields won out from Noonan in a driving finish in 11:42½, amid loud cheers. He was carried up the track by his friends on their shoulders and presented with a bouquet. Noonan rode under protest, there being some question as to whether his was a stock machine, and his prizes were held up pending investigation. There were 13 starters in the 25 miles Australian pursuit and the going was lively. At 20 miles Shields and Noonan were the only survivors, and soon after the latter caught his man. The summaries:

Five miles for single cylinders—Won by E. Stauder, Indian; second, A. S. Noonan, Indian. Time, 5:27½.

Ten miles for single cylinders—Won by William Shields, Excelsior; second, A. S. Noonan, Indian; third, James Fynmore, Indian. Time, 11:42½.

Twenty-five miles Australian pursuit—Won by A. S. Noonan, Indian; second, William Shields, Excelsior.

Stubbs Elects to be a Professional.

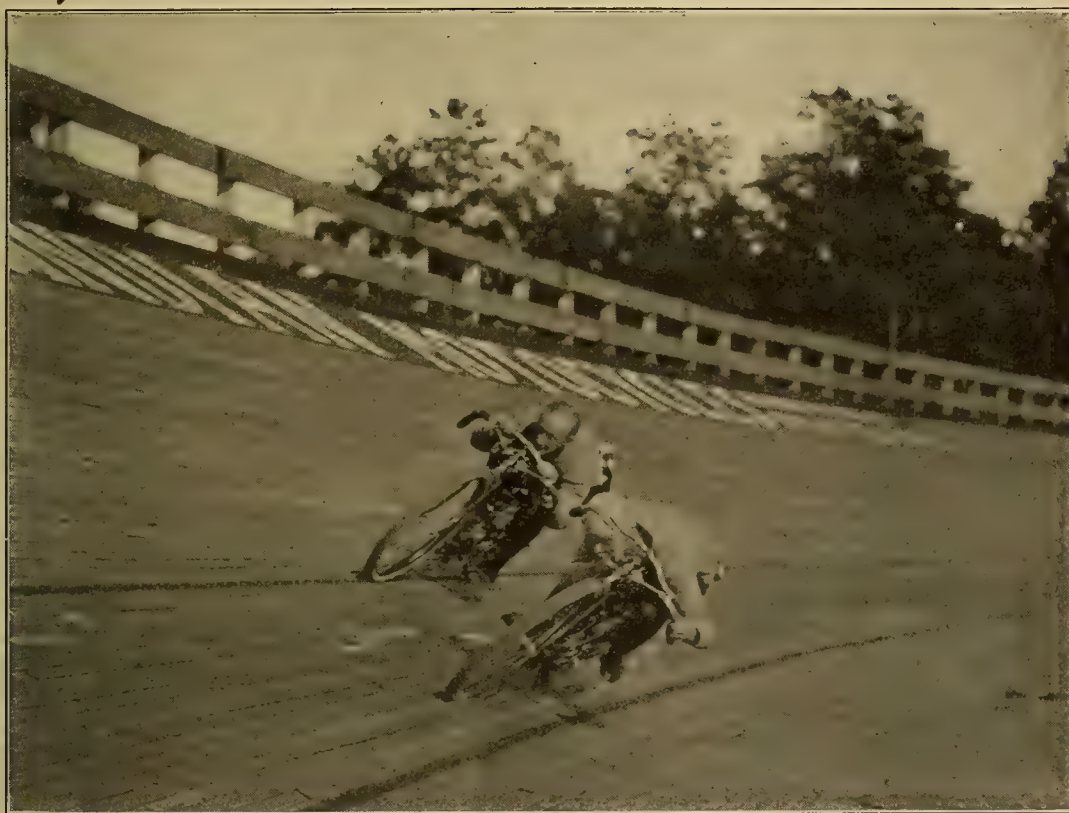
Although he is in the trade and by straining his conscience might have obtained cash via the amateur trade rider class, Robert Stubbs, of Birmingham, Ala., the most prominent motorcycle racing man in the South, hereafter will take the money openly and above board. At his own request, he has been transferred to the professional class. Sixteen of his friends make a similar request, though so far as known none of them ever did anything to justify it.

NECK AND NECK SPEED DUEL

Spencer Defeats Gustafson in a Sensational Motorcycle Match—Derosier Establishes Fifteen New Figures.

For the first time, bicycles mixed with motorcycles on the three laps board circle at the Springfield (Mass.) Stadium, on Saturday last, 18th inst, and while Derosier created some new professional motorcycle records, the pedal pushers did not come within speaking distance of the figures on their slate.

sort of racing that makes other sports interesting and on which the future of motorcycle track racing depends. It was not of the slam-bang open-the-throttle-and-let-her-rip style; it was "heady" racing in which each man watched his rival and "turned loose" at the crucial moment on the last lap, and as they both were so alert that they spurted at about the same moment, the last laps were whirlwinds and the finishes of the hair-raising order that brought the 3,000 people to their feet. In the first heat, Spencer, after trailing Gustafson for three miles, spurted a moment too late and lost by inches only. In the second heat he adopted similar tactics and "jumped" soon



SPENCER AND GUSTAFSON IN ONE OF THEIR NECK AND NECK BATTLES

The bicycle event was in the nature of a 25 miles motor paced race between Elmer J. Collins, J. Frank Galvin and Peter Drobach, but Collins won it so easily that the records were never in danger. He and Galvin gained a lap on Drobach in the sixth mile, and when Galvin lost his pace in the next mile, Collins sprinted and tagged him on the tenth mile. Galvin made a game effort to win back his loss and Collins tantalizingly permitted him to get within a quarter lap of him when he crowded on steam and pulled away again. He then eased up and Galvin tried again, but Collins held him safe and won handily by 50 yards in 28:14½. Drobach quit in the ninth mile.

The feature of the motorcycle program was a heat race between Charles Spencer and Charles Gustafson, which proved one of the most exciting and remarkable duels ever run on a track. Four heats were necessary to decide it. It was a hammer and tongs fight all the way in each heat and at no time was there more than a length of daylight between the two men. It was the

enough to win by half a length. In the fourth heat, Gustafson again made the running, but when Spencer jumped he was ready for him and they raced neck and neck for a lap while the crowd cheered wildly. The judges could not pick the winner and a fourth heat was made necessary. It was practically a duplicate of the other heat—a battle royal, which again looked like a dead heat, but the judges gave it to Spencer by three inches, the announcement being greeted with mingled cheers and hisses, the uproar continuing for several minutes.

Derosier created new records in a five miles handicap in which he undertook to ride five miles while Bob Schultz, Charles Turville and Carl Ruden were riding four miles. He tagged all of them the fifth lap and rode three others rings around Ruden and two others around Turville and Schultz before the finish. Derosier's first mile was ridden in 46⅓, but he got inside the records on the second mile, his times being, 1:31⅓, 2:16⅓, 3.00, 3:49⅓. Although professional records, these figures are behind Huyck's amateur times.

Derosier also attempted to better Huyck's hour record, but on the 17th mile, a burst tire caused a spectacular spill and made the crowd groan. Derosier slid on his back for 50 yards, but he picked himself up and other than the shock and a number of splinters he escaped injury. Derosier was behind Huyck's marks but had he finished he almost certainly would have set up a new professional record. As it was he established new professional figures for 15 of the 17 miles he rode, his mile and five miles being outside. His times: 46⅓, 1:32, 2:20, 3:07⅓, 3:55⅓, 4:45, 5:34⅓, 6:20⅓, 7:08⅓, 7:56⅓, 8:45, 9:33⅓, 10:21⅓, 11:11⅓, 12:00, 12:47⅓.

The novice race brought out a sufficient number of new riders to cause it to be run in two heats. It was run as a handicap and enabled another member of the Gustafson family, Paul by name, to ride into the limelight. He won both his heat and the final, in each instance beating out Lawson, the scratch man, who, however, made up most of the two laps he had accorded the youngster. The summaries:

Three miles amateur novice, handicap—First heat won by Paul Gustafson (2 laps); second, Bob Lawson (scratch); third, H. La Fleur (1 lap). Time, 3:07⅓. Second heat won by W. Shields (1 lap); second, H. Chandler (scratch); third, J. H. Hoffman (2 laps). Time, 3:27⅓. Final heat won by Gustafson; second, Lawson; third, Shields. Time, 3:04.

Match race—First heat, 3 miles, won by Charles Gustafson; second, Charles Spencer. Time, 2:35. Second heat, five miles, won by Spencer; second, C. Gustafson. Time, 4:25⅓. Third heat, 3 miles, won by Spencer; second, Gustafson. Time, 2:37⅓.

Professional motorcycle handicap, five miles—Won by Derosier (scratch); second, Schultze (3 laps); third, Turville (3 laps). Time, 3:49⅓.

25 miles motor paced race—Won by Elmer Collins; second, J. Frank Galvin. Time, 35:54⅓.

Against one-hour record of 71⅓ miles—Jake Derosier. Fell in 17th mile.

Fisher Goes Fast on a Dirt Track.

Following a series of horse races during which the mediocre surface of the track had been heavily pock-marked by the toe plates of the racers, Oakley Fisher (Harley-Davidson) rode a five miles exhibition before a huge crowd gathered for the sporting program at the State fair track in Milwaukee, on Friday, 15th inst. Despite the handicap of track conditions, Fisher managed to reel off the distance in 4:38. His best mile, the second, was reeled off in 52 seconds, which is lightning fast for a flat dirt track, and which made Barney Oldfield's record of 56 seconds, made with a big automobile on the same circuit, look like fifteen cents. A race meet had been projected as one of the features of the fair, but the horsemen ruled it out, only permitting the exhibition to be put on as an unscheduled event.

POPE MEMORIAL FUND GROWING

Hartford's First Contribution Comes from a Young Woman—One Former Employee Pays a Hearty Tribute.

Hartford, Conn., where the Pope Mfg. Co. is located, and which owes so very much to the late Col. Albert A. Pope, finally has been heard from in respect to the memorial which the Bicycling World suggested be erected in his honor. To Miss E. J. Clarke, one of the Pope company's stenographers, is due the credit of being the first person in Hartford to take cognizance of the movement to honor the memory of the man who devoted his life to the cycling industry and led the great campaign for good roads. Miss Clarke modestly sends \$2 to be added to the memorial fund.

Although none of the present Pope men yet have been heard from, one of the Colonel's former lieutenants, Ernst H. Brandt, who, immediately he heard of the memorial movement, promptly offered his support. Mr. Brandt who long since left the Pope service and now is the representative of the Rambler automobile interests in the East, has not forgotten his old chief:

"Put me down for \$20," he writes, "and if you say the word, I will go ahead and raise a fund from the men, who like myself, were in the employ of Col. Pope when he owned the Hartford Rubber Works. I think so well of your effort that I want to be of some real assistance."

Frank B. Widmayer, the well known New York dealer, also has contributed \$5 for the Pope memorial.

"I met Col. Pope several times during the bicycle days," writes Mr. Widmayer, "and found him a true friend. All dealers and riders should contribute their mites to the noble cause."

Thirty-seven Earn Linden's Medals

Forty-four riders lined up at 8 o'clock in the morning on Sunday, 19th inst., for the 150 miles fall run of the Linden Motorcycle Club from Brooklyn to South Haven, L. I., and return, and of these 37 earned silver medals by finishing between 5 and 8 p. m., the limits set and outside of which all finishers were disqualified. The route comprised 50 miles of hilly roads on the northern side of Long Island, thence across the island to the level highways of the south shore, checking stations being located at Oyster Bay, Cold Spring, Massapequa and South Haven to prevent "cutting the course," while the dinner stop was at East Islip. Except for two speed arrests, which in one case resulted in a \$10 fine and in the other a satisfactory arrangement with the constable, no untoward incidents marred the pleasure of the outing. Those who earned medals were:

M. Huerlander, Jr., Excelsior; Sam Levin, Indian; J. T. Behn, Merkel; William Pflieger, Merkel; A. Moor, Merkel; H. J. Wehman, Curtiss; G. Sperl, Merkel; O. Cody, Merkel; L. Cody, Merkel; Charles Cody, F. N.; L. Decker, Curtiss; F. W. Scharen, Light; W. G. Finley, Light; James Frederick, Sarolae; E. Barnhard, Indian; E. C. Bennett, Merkel; W. Savery, Merkel; C. Myers, Light; M. Huonder Lirih, Excelsior; A. B. Pollack, Linden; A. Klagers, Excelsior; W. E. Finley, Merkel; Otto Jack, Light; William Hetherington, Jr., Merkel; William H. Bender, Indian; G. H. Brink, Merkel; C. E. Frasin, Indian; F. Heronymus, N. S. U.; Fred Voelker, N. S. U.; J. F. McLoughlin, N. S. U.; C. D. Morgan, Indian; A. M. McSuty, Indian; S. J. McSuty, Indian; W. Goerke, Indian; M. W. Davis, Curtiss; Grover Davis, Curtiss; and John Ross.

Ericson is Empire City Champion.

By capturing three of the four races Carl Ericson won the championship of the Empire City Wheelmen at Brighton Beach track on Sunday last, 19th inst. The distances were one-quarter, one-half, one and five miles and all were hotly contested, the finishes being of the blanket order. Ericson and Franklin Fisher furnished the main argument in three of the events, but watched each other so closely in the quarter mile that Messiner, Becht and Struber beat them out at the finish. The total points scored by the leaders were as follows: Carl Ericson, 15; Franklin Fisher, 12; Harold Messimer, 7. The summaries:

One-quarter mile—Won by H. Messimer; second, J. Becht; third, J. Stauber; fourth, F. Fisher; fifth, C. Ericson. Time, 0:30 $\frac{3}{4}$.

One-half mile—Won by Carl Ericson; second, Franklin Fisher; third, H. Messimer; fourth, J. Struber. Time, 1:12 $\frac{3}{4}$.

One mile—Won by Carl Ericson; second, Franklin Fisher; third, J. Orlando; fourth, J. Becht; fifth, H. Brown. Time, 2:32 $\frac{3}{4}$.

Five miles—Won by Carl Ericson; second, Franklin Fisher; third, J. Orlando; fourth, H. Brown; fifth, H. Messimer. Time, 12:54 $\frac{3}{4}$.

Perreault Bent on Record Breaking.

Believing in the "try, try again" maxim, Fred I. Perreault, of Malden, Mass., treasurer of the Century Road Club of America, will make another attempt to lower the New York-Boston bicycle road record tomorrow, Sunday. He will leave New York City Hall at midnight and has laid out a schedule which, if maintained, will bring him to Boston in 20 hours. The record is 20 hours 36 minutes, made by Joseph Noe, of Jersey City, N. J., on June 13th last.

Derosier After 24 Hours Record.

Jake Derosier has the 24 hours record bee in his bonnet. He has obtained an F. A. M. sanction and is billed for a twice-around-the-clock journey, beginning last night at the Springfield (Mass.) Stadium.

THREE CENTS A MILE FOR AMATEURS

This is Bait Said to be Offered by Promoter of Six Days Race—Heavy Frost in Prospect.

Having been "turned down hard," as he himself expressed it, by the Motorcycle Manufacturers Association, to whom he appealed for entries and support, the professional promoter of the six days motorcycle race which is billed to start on the Brighton Beach (N. Y.) track at midnight tomorrow, has been at his wits end as to where next to turn.

Although the entry blanks restrict the race to trade riders, who were advised to "come early and avoid the rush," the promoter and his chief assistant have been flying from pillar to post and imploring clubs, dealers, private owners, and everyone else for help in the form of entries. All sorts of inducements have been offered; among the bait, according to several accounts, is an offer of payment of expenses and a cash bonus of 3 cents per mile to all who start, private owners not excepted.

The whole affair is in a delightful state of uncertainty and as small credence can be given the press agent's notices, it is impossible to say whether any bona fide entries actually are in hand. There appears to be some evidence, however, that three private owners in the Harlem Motorcycle Club have been found willing to sacrifice themselves, and although the New York Motorcycle Club declined to have anything to do with the affair, the press agent has given out that it, too, has entered a team, composed of A. G. Chapple, whom the club has suspended, pending trial on several charges, W. H. Robinson and W. H. Wray, who surely will ride if the race really starts. Stanley Kellogg is said to have formed a team of three Newark riders which he will manage, and six riders in Brooklyn, having been tempted by the 3 cents bait, have been excited to the point of threatening to compete. If all of these teams should put in appearance there will be as many as five men on the track at one time. Some of the men involved never have ridden on a track, while none of them ever has participated in anything longer than a double century run. Meanwhile the atmosphere has assumed a decidedly autumnal tinge and a heavy frost is as likely to fall on the wind swept Brighton Beach track as anywhere else. The project has failed to arouse even luke-warm enthusiasm.

Providence Cards a Motorcycle Meet.

Five motorcycle events are programmed to occur at Narragansett Park track, on Friday and Saturday next, October 1 and 2. Two of them are restricted to private owners. B. A. Swenson, of Providence, is receiving the entries.

REOPENING OF CLIFTON STADIUM

Menus Bedell Wins Ten Miles Motor Paced Race in Fast Time—Amateur Honors Well Distributed.

After being closed for several weeks, the Clifton Stadium, which lies between Pas-saic and Paterson, N. J., was again opened on Sunday, 19th inst., under new ownership, and with Tom Eck as manager, the fourth it has had since it was built last year. Knowing well the psychological value of having a crowd and also with a view to conveying the name and nature of the track into the homes, Eck threw open the north bleachers for free admission to boys and girls under 14, securing for this portion of the stands a large and enthusiastic attendance. The paid grandstand seats were not bare, however, and the crowd was sufficiently big to give plenty of volume to the demonstrations of approbation that greeted the winners.

George Wiley, Menus Bedell and Peter Drobach were engaged for the professional motor paced race, and four events for amateur sprinters were carded. From the start of the first heat in the motor paced event, Bedell hit an awful clip, pulling away from Wiley and Drobach early in the game and going hard until he lapped them a mile or so later. From then until the finish he simply stuck when they tried to get away and did not "start anything" himself. That he was not allowed to loaf was confirmed by the time, 13:46½, which is fast work behind a small motor.

In the second heat Drobach decided not to let Bedell get out of reach, and when the latter tried to shake him he hung on grimly until Bedell eased up again. When the last mile was reached, however, Bedell called for an opening of the throttle on his pace machine, and it was not long before Drobach had to drop behind. The finish found Bedell far ahead, thus making him not only the winner of the heat, but of the race as well. At no time did Wiley show strong, evidently being out of condition.

The honors in the amateur races were well distributed, Adam Beyerman and Ivan Miska being the only riders to capture more than one prize. Beyerman won the five miles open, and got third in the pursuit race, while Miska captured the one mile handicap, took third in the five miles and fourth in the pursuit race, which was won by William Morton. The consolation race brought joy to Rend Hofkins. The summaries:

One mile repechage handicap, amateur—Won by Ivan Miska, Russia (130); second, William Kapus, New York (140); third, Arthur Lundberg, New York (90); fourth, Werner Beck, Brooklyn (80). Time, 2:06½.

Five miles lap race—Won by Adam Beyerman, New York; second, Victor Anderson, New York; third, Ivan Miska, Russia;

fourth, Mike Journay; Nutley, N. J. Time, 11:53½.

Ten miles motor paced race, professional—First heat won by Menus Bedell; second, Peter Drobach; third, George Wiley. Time, 13:46½. Second heat and match won by Menus Bedell; second, Peter Drobach; third, George Wiley. Time, 13:50½.

Australian pursuit race, amateur—Won by William Martin, New York; second, J. B. Hawkins, New York; third, Adam Beyerman, New York; fourth, Ivan Miska, Russia; fifth, Courtney Peer, Newark. Time, 8:41½. Distance, 3 miles 4 laps.

Consolation race, amateur—Won by Rend Hofkins, Paterson; second, Werner Back, Brooklyn; third, John Bogle, Rutherford; fourth, Isadore Zucker, Rutherford. Time not given.

Stubbs Captures All in Sight.

Robert Stubbs, of Birmingham, Ala., and a number of his fellow townsmen, made their debut as professional motorcyclists at the second annual hill climb of the Indian Motorcycle Club of Birmingham, held on the North Seventeenth street hill, on the 14th inst. The course was 1,070 feet long with a 13½ per cent grade, and Stubbs flashed up at the rate of 54 miles an hour. Stubbs won everything, leaving his fellow-townsmen only the bones. The summaries:

For machines not exceeding 30.50 cubic inches piston displacement—Won by Robert Stubbs, Indian, 0:14¾; second, R. E. Walthour, Excelsior, 0:18¾; third, R. Gayle, R-S, 0:24¾.

For machines not exceeding 61 cubic inches piston displacement—Won by Robert Stubbs, Indian, 0:13¾; second, R. Gayle, R-S, 0:14½.

For twin cylinder stock machines—Won by Robert Stubbs, Indian, 0:13¾; second, E. W. House, Indian, 0:18¾; third, R. E. Walthour, Excelsior, 0:19; fourth, A. W. McCain, Indian, 0:19¾; fifth, D. J. Bates, Thor, 0:22; sixth, R. Gayle, R-S, 0:24¾.

Anderson Takes Two Out of Three.

J. Boyd Anderson, of Elizabeth City, N. C., who is no stranger to Washingtonians, made another profitable hegira to the National Capital on Wednesday, 22d inst., and added to his worldly possessions by winning two of the three motorcycle races which were held at Bennings track on the open-day of the Ancient Order of Hibernians fair and athletic carnival. The only event that escaped him was the ten miles for twins which was captured by Raymond Seymour. The summaries:

Five miles for road machines—Won by J. B. Anderson, Indian; second, Wells, Royal; third, Mertins, N. S. U. Time, 6:29.

Ten miles, free-for-all—Won by Raymond Seymour, R-S; second, J. B. Anderson, Indian; third, Furr, Excelsior. Time, 12:36.

Fifteen miles handicap—Won by J. B. Anderson, Indian (7 seconds); second, Wells, Royal (22); third, Mangold, Indian (15). Time, 16:29.

WINS IN NIP AND TUCK BATTLE

Teachout Wins Motorcycle "Championship of the Northwest"—Other Events at the Seattle Motor Carnival.

No motorcycle races were held at Seattle (Wash.) on Friday, 10th inst., the second day of the Alaska-Yukon-Pacific Exposition motor carnival, a 24 hours automobile race holding the floor at the Meadows course, but on Saturday, 11th, the twice-around-the-clock contest was stopped for four hours in the afternoon and a card of short distance events were run off. After a nip and tuck battle which brought the spectators to their feet several times when the men passed and repassed each other in brilliant spurts, L. L. Teachout, who had won the twin cylinder class in the hill climb on the opening day, as told in last week's Bicycling World, defeated A. H. McQuestion by two-fifths of a second in a 25 miles race for the championship of the Northwest. The winner's time was 30:11½. E. L. Moore was third. The placed men rode Indians. In the ninth mile, W. G. Taft fell and sustained slight injuries. J. E. White's R-S caught fire in the 13th mile and was destroyed before the flames could be extinguished. White, however, was not injured.

Excelsiors ran 1, 2, 3 in the mile time trials for machines in the 30:50 class. Archie Taft rode the winner in 1:11½. The 61 class went to A. H. McQuestion, who covered the mile in 1:08¾. L. L. Teachout was second and E. L. Moore third. All rode Indians. A two miles match for Excelsiors was won by H. F. Huntley in 2:46½. Archie Taft and N. Christopher finished in that order.

A small crowd witnessed the races on Sunday, 12th, the final day of the carnival. L. L. Teachout won the 10 miles for club members, but no time was taken. E. L. Moore finished second. The windup of the card was a five miles handicap and was won by H. F. Huntley, Excelsior, who had 58 seconds allowance. E. L. Moore, who rode an Indian, finished second. The summaries:

Mile trials for machines not exceeding 30.50 cubic inches piston displacement—Won by Archie Taft, Excelsior; second, D. S. Cline, Excelsior; third, H. S. Huntley, Excelsior. Time, 1:11½.

Mile trials for machines not exceeding 61 cubic inches piston displacement—Won by A. H. McQuestion, Indian. 1:08¾; second, L. L. Teachout, Indian, 1:09¾; third, E. L. Moore, Indian, 1:14¾.

Two miles for Excelsior machines—Won by H. F. Huntley; second, Archie Taft; third, N. Christopher. Time, 2:46½.

Twenty-five miles free-for-all—Won by L. L. Teachout, Indian; second, A. H. McQuestion, Indian; third, E. L. Moore, Indian. Time, 30:11½.

CYCLING FEATS IN VAUDEVILLE

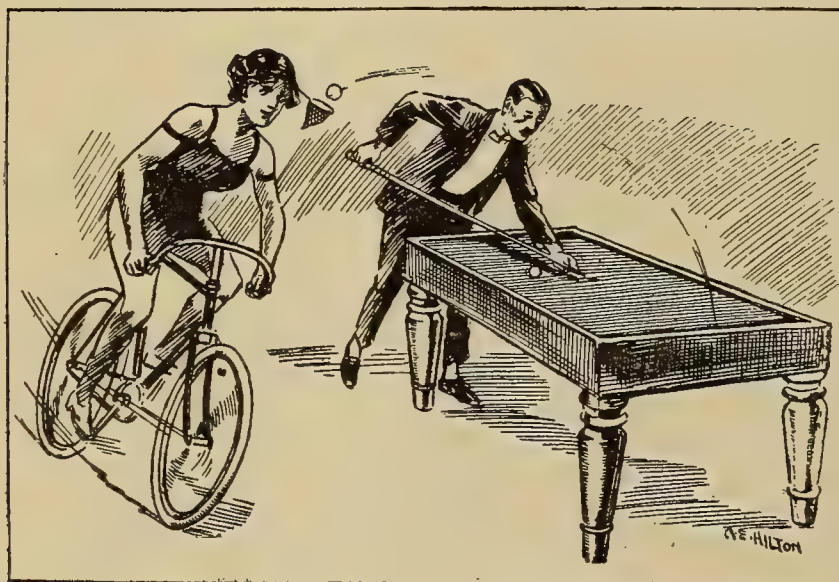
Some of the Amazing Performances Given in Music Halls—Acts that Involve Skill, Nerve and Strength.

On the music hall stage the bicycle continues to play no small part in the amusement of the public. Indeed so far has the development of cycle acrobatics and trickery been carried that the long-continued search for novelty has been rewarded by the appearance of many "stunts" which in difficulty of execution and sheer daring of performance are calculated to make not only the public, but even a good share of

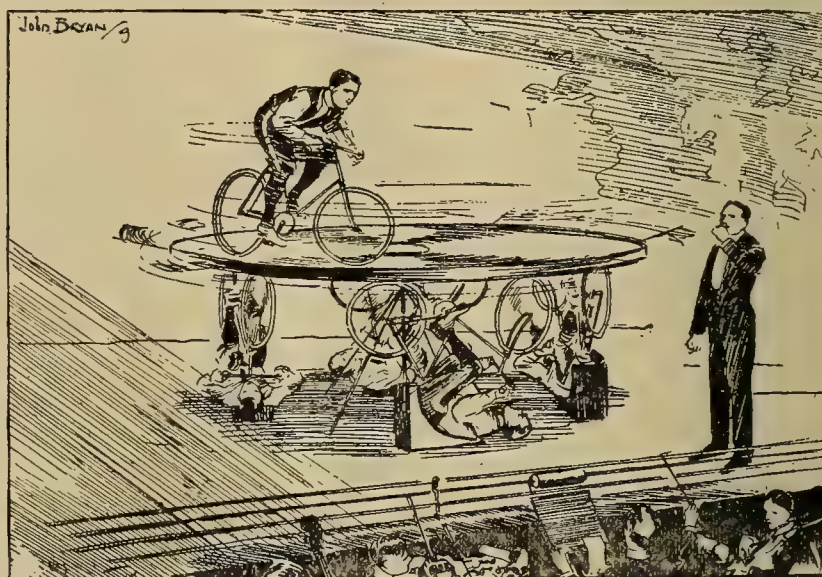
the famous cycle whirl in its earlier stages, coupled with the strong-man effect and a good exhibition of whirlwind riding.

A circular table, which is pivoted at the center to revolve freely, is supported from beneath by four riders, who are cradled on their backs, with their wheels in the air, much in the same way as are the familiar Japanese balancers who manipulate barrels, tables and chairs, and frequently one another, by the aid of their well-trained toes and heels. As the table is made to revolve by the pedaling of the inverted bicyclists, a fifth performer takes his place to ride in the opposite direction to that in which it is turning. The announcer blows his whistle, and all hands commence the furious dash, accompanied by a fearful din

pearance of a bicycle. Peter, who is not on the best of terms with his son William, had an inspiration upon seeing the latter's bicycle standing in a cycle rack outside a building. He mounted it, rode across town to the Depot Square restaurant and asked for the proprietor. The latter, Laban B. Adams, listened patiently while Peter told how he was a stranger in the place, who after having lost his job was riding his cycle in search of work, but unfortunately had taken a little more than he had intended in the way of drink and was broke. If he could sell his bicycle for enough to get to Holyoke, where a job awaited him, he would be satisfied. Adams did not care to buy, but finally he let Peter have a couple of dollars on the machine, which could be



POCKETING A BILLIARD BALL



RIDING ON A WHIRLING TRACK

the old-time trick riders themselves sit up and take notice. For what at one time were the star feats of the wiry riders of a few years ago have since become either the basis of even more difficult achievements or mere "business" to be introduced as a pastime while the up-to-date exhibitors are resting from their more arduous labors of one sort or another.

In England, in particular, bicycle acts are especially popular with the patrons of the "halls," and some of the performances which are given before them are well worth seeing, as a couple of typical illustrations will show. In the case of one act which has been extremely successful as a drawing card, the good judgment of the cyclist in riding at a uniform rate as well as quickness of eye and agility is matched against the dexterity of a billiard player. A clever "jump shot" is made just as the rider reaches a given point, the ball circling high in the air and being caught in a little pocket attached to the head of the second performer, who "ducks" just in season to land it.

The acts which are most popular, however, are of the sort in which is combined at once skill, strength, daring and more or less risk—or at least apparent risk—to the life and limb of the nimble bicycle rider. One such presents the bewildering thrill of

from the band, which is the invariable accompaniment of every grand finale. But the curious part of it is that the faster the wheels go 'round, the slower the rate at which the uppermost rider circles the platform, until at length, with the five pairs of legs swinging as fast as practiced and stringy muscles and low gears will let them, the performer on top comes to a standstill, his wheel spinning along as though mounted on rollers.

As may be imagined, the most difficult part of the program comes when the signal to slow down is given. In order to prevent the dangerous wobbling, which so often is the precursor of a tumble, some pretty steady leg work is required. For the table with its mounting acquires considerable momentum as it spins. Eventually however, a successful stop is made, just in season for the team to jump to their feet on the stage and join hands and bow just under the edge of the falling curtain.

Steals and Pawns His Son's Bicycle.

Despite his name, Peter St. Martin, of Manchester, Conn., has little weaknesses which are not altogether saintly, and his long list of "dodges" to obtain without work the loose change necessary to satisfy his alcoholic yearnings has been added to by a new one, involving the temporary disap-

redeemed for the same amount when its rider got his job. Meanwhile William St. Martin complained to the police about the theft, and after a little search the mystery was cleared up. Adams turned over the bicycle to its real owner, but the latter did not feel called upon to give \$2 in exchange and the kind hearted restaurant man is said to be thinking of cutting the ham a little thinner for his sandwiches, to make good his loss.

Jury Holds up a Claim for Damages.

Not all jurors think alike when it comes to awarding a motorcyclist \$5,000 damages for being struck by an automobile, and a Bergen county jury, after being called in twice and instructed to reach a verdict and then being locked up for the night, was unable to come to a unanimous decision in the case of Henry Seeman, of Hackensack, N. J., against William Beimer, Jr., of West Hoboken, which was tried last week. The suit was brought as the result of a collision in which Seeman was thrown from his motorcycle completely over Beimer's motor car. He received a compound fracture of one leg, broke an arm and fractured a bone in one of his hands. In resisting the suit Beimer claimed that Seeman was riding at high speed, which was the cause of the smash.

DEMARA AHEAD IN LONG GRIND

He Leads by Two Laps in Twice-Around-the-Clock at Kansas City—Score for Three Days, 505 Miles.

Kansas City, Mo., Sept. 20.—That last year's six day race in this city created lots of interest was made evident this afternoon and evening when more than 5,000 people paid their way into Convention Hall to see the beginning of this year's event. Manager John Chapman, who in addition to running the Velodrome at Newark, N. J., is not averse to acquiring some Missouri money once a year, has changed the character of the affair this time to the extent that teams have been abolished and each rider is "going it alone." The contestants have 8 hours of riding each day, from 2 to 10 p. m., with no relief. Whatever distance they lose while off the track during the riding period counts against them on the score, so that each rider will try to stay on the track during the whole 8 hours.

Eleven riders faced the starter this afternoon for the long grind around the 12-lap saucer, the list including Walter DeMara, Saxon Williams, James Hunter, Worthington Longfellow Mitten, Charles Stein, Albert Crebs, "Pedaler" Palmer, "Jumbo" Wells, Thomas Morgan, F. E. Schnell and Jack Distad. There was a merry little sprint for about 15 laps, in which each man took a turn at going out in front, to give the public an opening run for its money, after which the pace settled down to a more steady grind.

During the first few hours there was a lot of "kidding" among the riders, who appeared to be having a highly entertaining talk-fest among themselves, interrupted occasionally by somebody playfully "starting something" which would mean several minutes of lively riding. As the hours wore on, however, the conversation oozed out of their systems and they steadily stuck to their job. The first to leave the track was Wells, the big Australian. He had trouble with his pedals after about two hours, and lost 4 laps while getting a new mount. After 6 o'clock, when several of the inexperienced long distance grinders became wobbly, there were a number of spills, the big one of the evening occurring about 9 o'clock, involving the whole crowd except DeMara and Williams, who were ahead of it. The quickness with which the various riders untangled and got started again accounted largely for their respective standing on the final score for the evening.

Out of the whole field only two were on the track all the time until the call for the last mile sprint. These were Williams and De Mara, who with 181 miles and 1 lap to their credit, were the leaders. The sprint mile showed that despite their weariness there still was a lot of steam in the contenders. It was a scramble from the gun,

though on the last lap De Mara romped out in front and arrived at the tape an easy winner. Hunter was second and Williams took third in the sprint money.

Palmer had fallen in the final lap and when he came across after picking himself up, he walked over to Stein and gave the latter a wallop in the stomach, at the same time accusing him of having caused the spill. The act cost Palmer a \$20 fine, imposed by the referee.

The standing of the riders at the evening's close, was as follows: De Mara and Williams, 181 miles 1 lap; Palmer, 181 miles; Hunter and Mitten, 180 miles 11 laps; Morgan and Stein, 180 miles 10 laps; Crebs, 179 miles 8 laps; Schnell, 176 miles



3 laps; Wells, 169 miles 8 laps; Distad, 118 miles 11 laps.

Following the finish of the 8 hours grind, a one mile amateur race was run. Carl Schutte won by over a length from his closest opponent.

Kansas City, Mo., Sept. 21.—Frequent sprints marked today's riding in the six days grind, in all of which De Mara showed strong and ready to resist the many onslaughts to take the lead away from him, after Williams had lost two laps from a punctured tire. Between 8 and 9 o'clock the crowd reeled off 22 miles, which for such a small track is "some going." Stein had to change mounts shortly after 8 o'clock, and the others tried to make a lap before he could get started again. He was three-quarters of a lap to the bad when he was shoved off, and he brought the spectators to their feet by spinning out a sprint that not only caught the bunch, but sent him flying ahead, where he threw a scare into the rest by keeping it up for fully half a mile more while they tried in vain to catch him.

De Mara won the final mile sprint, with Williams second and Palmer third. Distad retired from the contest for good, but "Jumbo" Wells, who was "all in" at the end of the first night, was in good condition and was a persistent starter of "jams." In the mile amateur race the winner was Cleveland Hall, with Carl Schutte second, and Otto Hintsche third. The score of the riders at the end of the second day follows:

De Mara, 347 miles 8 laps; Williams and Hunter, 347 miles 6 laps; Mitten and Morgan, 347 miles 5 laps; Stein and Crebs, 346 miles 2 laps; Palmer, 346 miles 1 lap; Wells, 336 miles 3 laps; Schnell, 335 miles 8 laps.

Kansas City, Mo., Sept. 22.—Time after time today De Mara's nine remaining rivals tried to put a lap on him and pull down his lead, but he held them off in every instance. In the last half hour his mount developed a looseness in the saddle and a grinding of the sprockets, troubles which inspired the others to give him no rest or slower riding in which he could remedy things or change machines, but he stuck it through until the start of the final mile, when he took a new bicycle and again won the concluding sprint. De Mara alone has been on the track the full 8 hours on each of the three days.

Late in the afternoon, Schnell, who is far behind, fell off from exhaustion, talking incoherently for an hour after being put to bed. He appeared later, however, and set the spectators yelling by regaining 9 laps on the field. Wells, who also is now miles to the bad, was permitted to steal 4 laps. Mitten and Hunter were the most eager in trying to regain lost ground, and were responsible for the majority of the excitement. Carl Schutte won the amateur's mile event, with Cleveland Hall second, while Walter Lindel rode a fast mile exhibition on a motorcycle. The score of the riders at the end of three days, or 24 hours riding out of the total of 48 which they are to go, is as follows:

De Mara, 505 miles 6 laps; Williams and Hunter, 505 miles 4 laps; Morgan and Mitten, 505 miles 2 laps; Stein, 505 1 lap; Crebs and Palmer, 503 miles 9 laps; Wells, 494 miles 3 laps; Schnell 390 miles 2 laps.

McGraw Wins a Half Century.

Although handicapped by a broken pedal crank which deprived him of the use of his brake on the 66 turns, J. McGraw, riding a Thor, was an easy winner of the 50 miles race held over a 1½ miles course on Pablo beach, Jacksonville, Fla., on the 16th inst., completing the half century in 1:25:26. Of the three starters McGraw was the only one to finish. A Terry (Excelsior) and Ray E. Reed (Curtiss) were the other starters.

Davenport Captures Race at Lucasville.

Tide Davenport, riding an Indian, won the five miles motorcycle race held at the Lucasville (Ohio) fair on Friday, 17th inst. Homer Brunsten, Indian, was second, and Willard Bertran, Indian, third. Time, 9:22.

MITCHEL AT LAST A WINNER

Newark Motorcyclist Profits by Derkum's
Misfortune—Long and Varied Program
at Los Angeles Meet.

The Los Angeles Motorcycle Club "passed up" the $3\frac{1}{2}$ lap board track and went back to the mile dirt track at Ascot Park, Los Angeles, Cal., for its race meet held on the 9th inst. One of the direct results was a large field of starters and as the program was diversified, the honors were fairly well distributed, although the board track experts, Graves, Balke and Earhart, obtained the lion's share, as usual. In the private owner class, A. F. Holbrook, a new man of much promise, was developed. He won two firsts in good style. And Arthur Mitchel, too, actually won a race, and from Paul Derkum at that! Since he went to California, Mitchel has proved a failure and has had such a hard struggle to make ends meet that none begrudged his victory. He won, however, solely because Derkum's machine developed a bad misfire while he was running away from Mitchel. The summary:

Three miles for fully equipped single cylinder machines, not exceeding 20 cubic inches—Won by Frank Loge (Thor); second, J. H. Shafer (Thor); third, B. Williams (Thor). Time, 4:01 $\frac{1}{2}$.

Five miles for private owner amateurs, fully equipped, belt driven single cylinder machines, 4 horsepower—Won by A. F. Holbrook (Excelsior); second, John Farrell (Harley-Davidson); third, F. Montgomery (Excelsior). Time, 6:34 $\frac{1}{2}$.

Five miles private owners race for fully equipped twin cylinder belt machines—Won by F. B. Bueneman (Minerva); second, C. P. White (Indian). Time, 6:31.

Five miles, open, for fully equipped single cylinders, without ports, not exceeding 3 horsepower—Won by Erwin Knappe (Indian); second, A. F. Holbrook (Excelsior); third, E. Parmalee (Excelsior); fourth, Frank Loge (Thor). Time, 6:25.

Five miles for private owners using fully equipped twin cylinder machines without ports and not exceeding 50 cubic inches—Won by C. H. Jackson (Thor); second, R. Austin, Pasadena (Indian); third, P. H. Powers (Indian). Time, 5:29 $\frac{1}{2}$.

Five miles open for single cylinders, not exceeding 4 horsepower—Won by E. E. Earhart (Thor); second, M. J. Graves (Indian); third, A. Okerman (Elk). Time, 5:11 $\frac{1}{2}$.

Five miles for Club Challenge Cup, single cylinder machines without ports, open only to private owner club members—Won by A. F. Holbrook (Excelsior); second, C. E. Anderson (Excelsior); third, J. Hogan (Indian). Time, 6:29 $\frac{1}{2}$.

Five miles for twin cylinder Club challenge Cup, limited to private owner club members—Won by Gal. Blaylock (Indian);

second, C. H. Jackson (Thor); third, F. B. Bueneman (Minerva). Time, 5:29 $\frac{1}{2}$.

Ten miles professional, open, 5 horsepower machines—Won by A. Mitchel, Newark, N. J. (Thor); second, P. J. Q. Derkum, Los Angeles (Indian). Time, 10:46 $\frac{1}{2}$.

Ten miles amateur free-for-all, not exceeding 6 horsepower—Won by M. J. Graves (Indian); second, J. H. Shafer (Thor); third, Frank Loge (Indian). Time, 10:07 $\frac{1}{2}$.

Three miles inter-club relay race—Won by Los Angeles Motorcycle Club—First mile, J. Pequegnat, Riverside team, first; time, 1:56 $\frac{3}{4}$; second relay won by E. E. Earhart, Los Angeles team; time 3:02. third relay and race won by J. H. Shafer, Los Angeles team; time, 4:21 $\frac{1}{4}$.

Ten miles, free-for-all, amateur—Won by Charles Balke (Merkel); second, M. J. Graves (Indian) out at $\frac{1}{8}$ mile, flat tire. Time by miles, Balke, 1:03; Graves 53 $\frac{1}{4}$; Graves, 53 $\frac{3}{4}$; Graves, 54; Graves, 54 $\frac{1}{2}$; Balke, 58:2 $\frac{1}{2}$; Balke, 55; Balke, 55; Balke, 55 $\frac{1}{2}$.

Five miles exhibition by Paul J. Q. Derkum on 7 horsepower Merkel. Time by miles, 1, 54 $\frac{3}{4}$; 2, 55 $\frac{3}{4}$; 3, 55 $\frac{3}{4}$; 4, 55 $\frac{1}{4}$; 5, 55 $\frac{1}{4}$; total, 4:32 $\frac{1}{2}$.

Thirty minutes amateur race, free-for-all—Won by M. J. Graves, 31.3 miles; second, C. Balke (Merkel), 29 $\frac{1}{2}$ miles; third, R. Austin (Indian), 24 $\frac{3}{4}$ miles; fourth, F. Loge (Thor); fifth, A. F. Holbrook (Excelsior), 23 $\frac{1}{2}$ miles.

Sporleder Cleans up at Grand Rapids.

Ralph Sporleder, of Milwaukee, was well repaid for a visit he paid to Grand Rapids, Mich., to indulge in a bit of track work at the mixed meet held at the West Michigan State Fair at Comstock Park on Friday, 17th inst., for he won all of the motorcycle events on the card, and in easy fashion. The Milwaukee star romped home an easy winner in the five miles single cylinder, the rest of the field being well strung out. His time was 5:30. Sporleder scored again in the 10 miles for twins, clocking 10:39. The 10 miles free-for-all brought out a good field and every mile was whirled off under a minute, but Sporleder had sufficient speed to win the race by over a minute. The summaries:

Five miles single cylinder—Won by Ralph Sporleder, Indian; second, Rosenthal, Thor; third, Poisson, Indian. Time, 5:30.

Ten miles twin cylinders—Won by Ralph Sporleder, Indian; second, Stewart, Indian; third, Jacobs, Indian. Time, 10:39.

Ten miles free-for-all—Won by Ralph Sporleder, Indian; second, Poisson, Indian; third, Rosenthal, Thor. Time, 9:37 $\frac{1}{2}$.

Urquhart a Three-Times Winner.

James Urquhart, riding an Indian, was the star of the fourth annual race meet of the San Diego (Cal.) Motorcycle Club held at the Lakeside track on the 12th inst. Of the nine events on the card capturing four of them including the feature event, a 50 miles handicap for the Scripps trophy,

which he won riding from scratch after an exciting battle with Paul Kelly.

The summaries:

Two miles for machines under 23 cubic inches piston displacement—Won by Wilcox; second, Scripps; third, Robinson. Time, 3:02 $\frac{1}{4}$.

Four miles relay team match—Won by Kelly-Urquhart; second, Dobson-Toews. Time, 5:15.

Two miles speed judging contest, to average twenty miles per hour, no watches or speedometers allowed—Won by Dobson. Time, 6:05.

Same race as above, for tandems—Won by Northern and wife. Time, 6:08.

Ten miles handicap—Won by Garretson; second, Kelly; third, Wetzell. Time, 15:27.

Four miles for singles, riders to run fifty yards before mounting—Won by Kelly; second, Bruschi. Time, 5:33 $\frac{1}{2}$.

Two miles single cylinder, free-for-all—Won by Urquhart; second, Toews. Time, 2:46.

Fifty miles handicap, free-for-all—Won by James Urquhart (scratch); second, Paul Kelly; third, Clyde Bruschi. Time, 54:45.

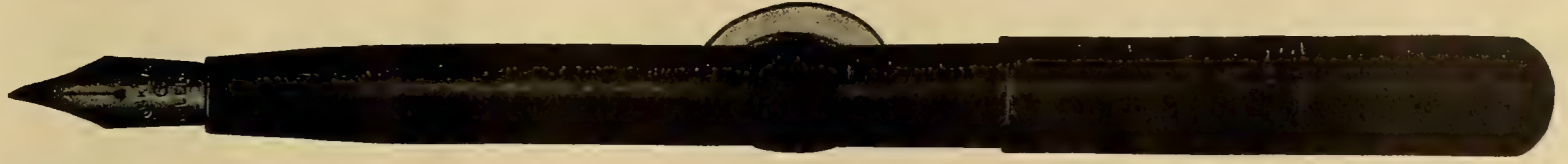
Bay City Captures Another Trophy.

By winning the 15 miles point race held at Alameda on Sunday, 12th inst., the Bay City Wheelmen of San Francisco, added another handsome trophy to their already large collection. Originally intended for a Fourth of July event, the impossibility of securing proper police protection to keep back the crowds from the course, had necessitated a postponement. Originally seven clubs had been entered, but when the teams faced the starter only two of the seven were represented, namely the Bay City and Alameda clubs. Victory was easy for the Bay City team, which was composed of Thomas Burns, Wilton Tracey, Paul Quevillon, Frank Curran and Frederick Diver. Five points were allowed for first, and three for second in each heat, the race being run in five heats of three miles each. The final score was 25 to 15 points, in favor of the visitors, which earned them the loving cup, presented by the local Chamber of Commerce. The mile and quarter mile races for the championship of the Pacific coast were both won by Frederick Diver, of the Bay City team.

Too Fast for the Country Fair.

After witnessing a preliminary demonstration of the speed abilities of some Thor machines whose owners had entered them in the races which were to have been held at the Eugene (Ore.) country fair, the fair officials decided that the machines were too fast for the track and declared the races off. When one of the riders in practice turned the half mile dirt oval in 37 seconds amid some sensational skids, and another snapped off a 6x6 post while hurrying around the track, the committee immediately tabooed the proposed race and the assembled grangers probably were deprived thereby of some sensations.

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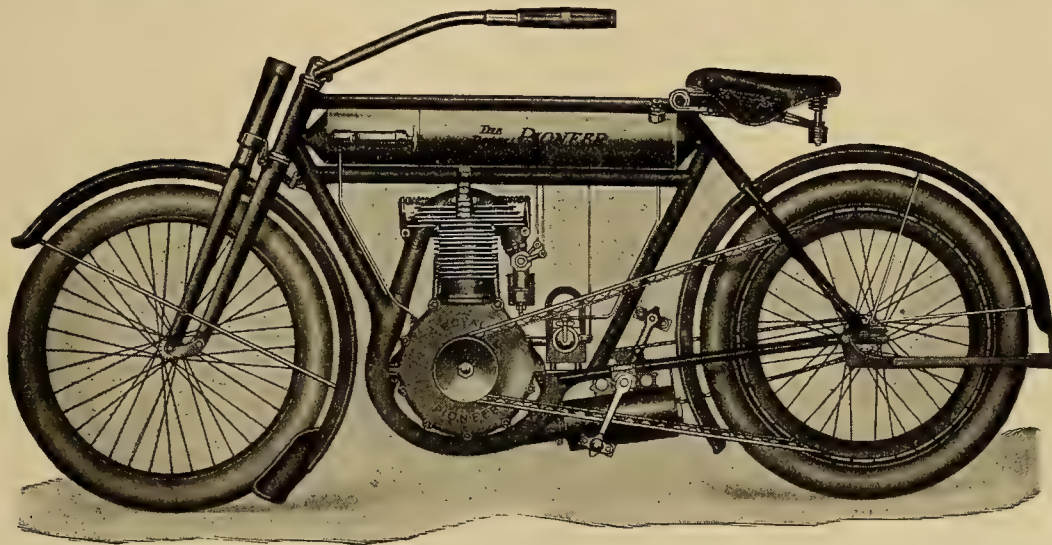
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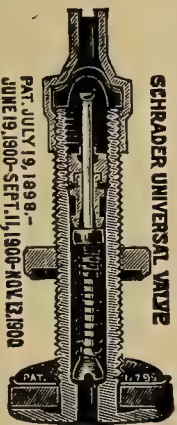
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THE MISSING MEDALS REAPPEAR

Mystery Attending Their Disappearance Solved in an Amusing Way—How the Culprit Discovered Himself.

Because of the baffling circumstances connected with the "Mystery of the Missing Medals," which was detailed in last week's *Bicycling World*, and the fact that not only Newark, but New York, detectives were on the trail, seeking the disciple of Arsene Lupin who had disappeared with the \$200 package, caused the account to be read with absorbed interest, but perhaps no one of the many who gave it their mind was so affected by it as Louis Landrian, of New York City. After picking his way through the various pages to the back part of his *Bicycling World*, his eye fell on the medal mystery story. Before he had gone very far in it, he discovered that it had a special interest for him by reason of the fact that he had been at the Newark (N. J.) Velodrome on Labor Day, the very day of the "crime."

Eagerly he devoured the details of how Dieges & Clust, the New York jewelers, had sent over several sets of N. C. A. championship medals to Newark where Chairman Kelsey was to have received them, and how later Kelsey decided not to deliver them to the winners that day, and left them on the desk in the manager's office when he went to his home in Manhattan. Kelsey's telephone request to have the medals sent by special messenger at his expense brought the story to the point where an employe of the Velodrome, seeing a group of five men whom he knew were about to start for New York, asked one of them if he would deliver the package to Kelsey.

When Landrian struck this part he began to feel a slight creeping chill up his back and a disturbing agitation of the heart, though not quite certain of the reason. Riveting his eyes on the page he feverishly scanned the next few lines, and there, staring at him, was the villain's answer to the employe's request: "Sure, I'll take it to him. I know Mr. Kelsey well, and as I have to go to Fourteenth street anyway, it will not be much bother to run further uptown."

Rising in perturbation, Landrian reeled with the astounding recollection that the words were—his own! The horrible truth flashed through his bewildered brain with torturing certainty and persistence. Yes, he remembered now that he had taken a small package from one of the men at the Velodrome and had used those very words in accepting it. But what had he done with it?

He hastily returned to the account, and despite a vision confused with excitement, he was able to make out that the medals still were missing, and that Dieges & Clust,

the Newark Velodrome, Chairman Kelsey, the employe who handed over the package, the riders to whom the medals were due, two Newark detectives and Lieutenant Summers, of the New York "Central Office" all were on the trail of the man who had them. The awful realization was upon him that he was that man!

Quick! Quick! What had he done with them? There yet was time to save himself from the dreadful complications that threatened, if only he could remember what he had done with the package! He racked his brain madly;—and at last it came to him. He had forgotten to deliver it and had laid it down in the establishment where he is employed, that of M. J. Goldman & Co., 341 East Fourteenth street.

Grabbing a hat he ran all the way and searched until he found it. He had not known what it contained, but he had no time or wish to examine the contents until he could place the little parcel in Kelsey's hand and prove himself an innocent and honest man.

Flying as fast as his legs could carry him, he made his way to Kelsey and delivered the parcel, after which he turned with a sincere sigh of relief and walked out into the world again with a head erect, and able to look every man in the eye. Kelsey, too, breathed a sigh of relief—the kind of a sigh of relief a man might be expected to let loose when the possibility of having to stand a \$200 loss is removed. A few hours later the detectives were advised of the futility of longer shadowing the innocent suspect on whom, to their own satisfaction, they had all but fastened the supposed theft. It is a somewhat curious fact that Landrian was not the object upon whom their suspicions had concentrated; and this suggests that there are phases in sleuthing that Sherlock Holmes has not revealed.

Special Bicycles for Suffragettes.

Suffragettes awheel already have been helping "the cause" in England, but soon they will be seen on bicycles all their very own, super-active members of the Woman's Social and Political Union having actually placed an order with a Newcastle manufacturer for a number of specially distinguished looking mounts. The machines are finished in combinations of the "union colors," which are purple, green and white, the violet and lily of the valley effect being heightened and the machines rendered even more striking by reason of the union emblem conspicuously painted on the gear cases. This is a huge trademark or sign upon which is embroidered—beg pardon, emblazoned—the persistent and conspicuous motto: "Votes for Women." With this striking equipment it is not unreasonable to expect that handbills will be distributed more widely than usual and that the movement generally will be considerably accelerated, though in official and police quarters it is considered that the supporters of the Votes for Women standard move a little too rapidly as it is.

PROBLEMS OF SADDLE POSITION

Why "Crouching" Has Other Advantages Than the Avoidance of Windage—Gain of Power and Saving of Strain.

Combatting an assertion that the speed man "crouches" solely to reduce windage, the Irish Cyclist points out that wholly apart from the matter of windage a rider can use his maximum power to the best effect by adopting the crouching position. Even an ordinary poker-backed cyclist will involuntarily "stoop to conquer" when he faces a steep hill. One seems to be able to utilize his power to the greatest effect in this position, and once used to it it does not tire.

It must not be taken that we advocate this position for ordinary cycling, adds the Irish publication. It is ungainly and tends to round one's shoulders. Neither is it necessary when traveling at a moderate pace, except, as before mentioned, when facing a stiff hill, when one has to ride really hard, or when enjoying a fast bit of work. The position, as a rule, for ordinary riding is to have the handles very slightly lower than the saddle, but, of course, this depends on the length of the arms. Personally, we ride with the handles 2 inches or 3 inches lower, but on the only occasion on which we competed in a race in recent years, we had to purchase a special handle bar so as to get into the most effective position.

When riding in a crouched position, it is advisable to have the peak of the saddle lower than usual, but at the same time the rider should be careful that his weight is not thrown on the wrists, as this not only affects one's steering, but becomes very wearisome in long rides. As regards the wrist strain, the same applies in ordinary riding. When it occurs, it is generally due to the fact that the saddle is not properly adjusted. As a rule, it means that the peak is too low, but sitting too far forward may have the same effect. Whether for fast riding or for pottering, there should be no serious strain thrown on the wrists, and the rider should experiment until he secures a position in which this strain is absent.

Ridiculing a Municipal Ordinance.

Because of the adoption of an ordinance requiring bicycles to carry bells and display lights, cyclists of Redding, Cal., have been showing their displeasure in a silly but not unfamiliar way. They have been using cowbells and dinner bells and carrying candles or barn lanterns.

Great Britain's Great Array of Clubs.

Club life evidently is not languishing in Great Britain. According to the last report of the National Cyclists Union there are no less than 1,199 clubs affiliated with that organization.

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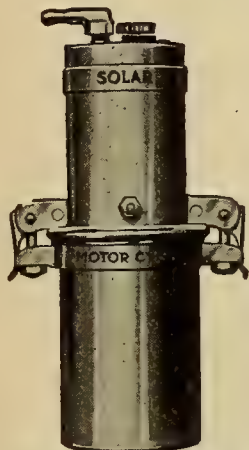
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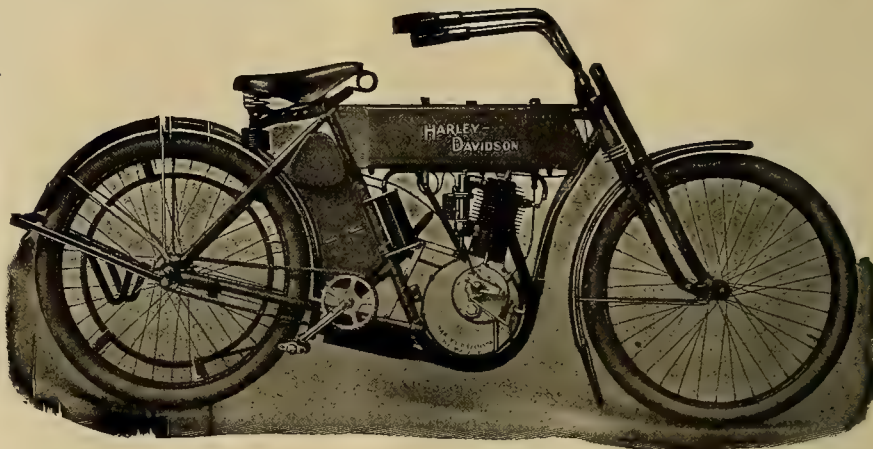
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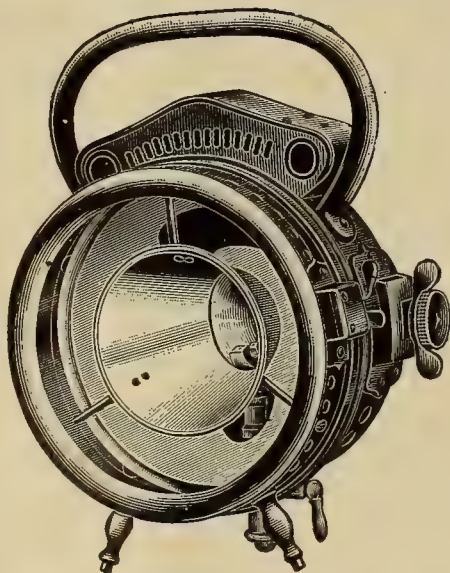


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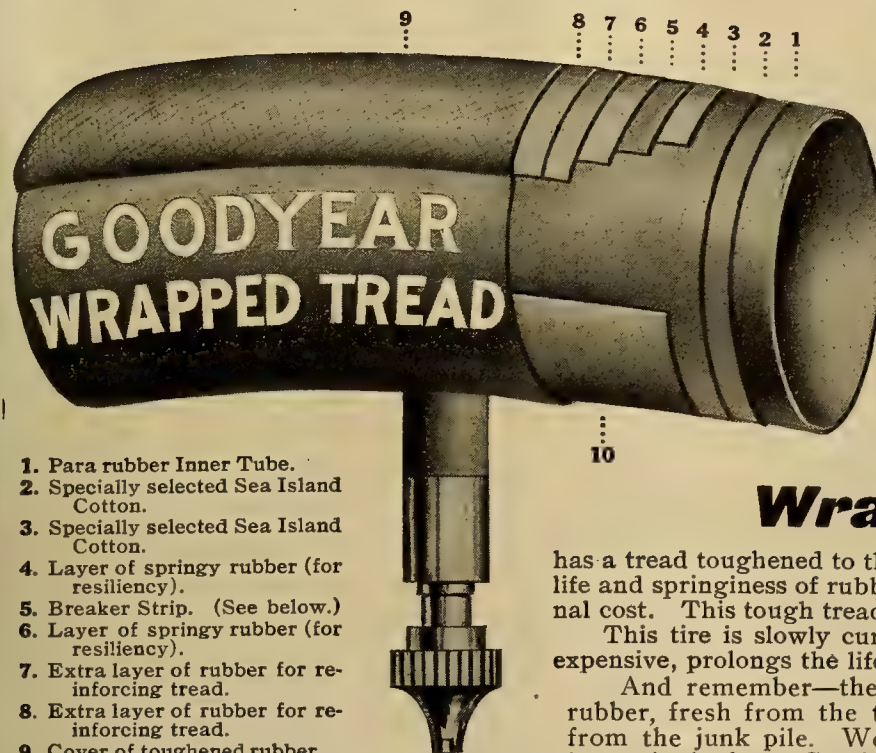
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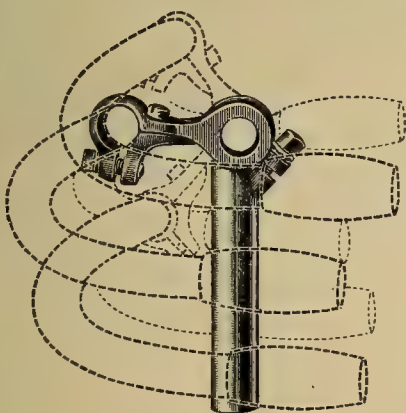
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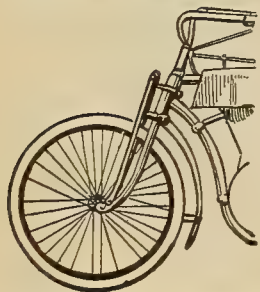
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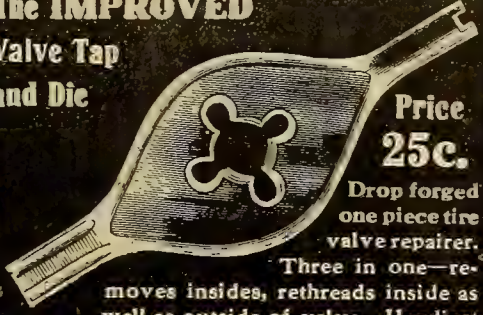
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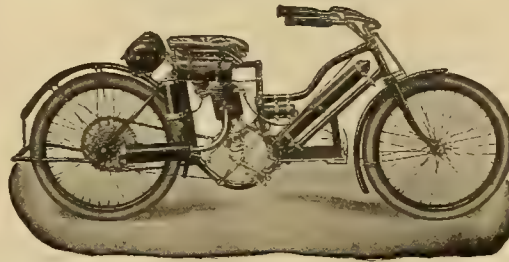
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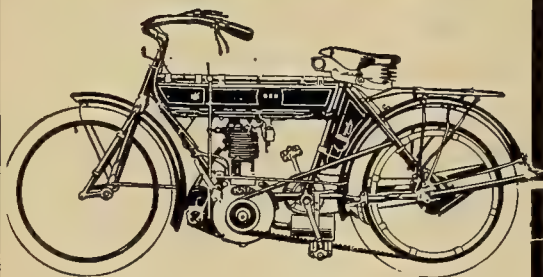
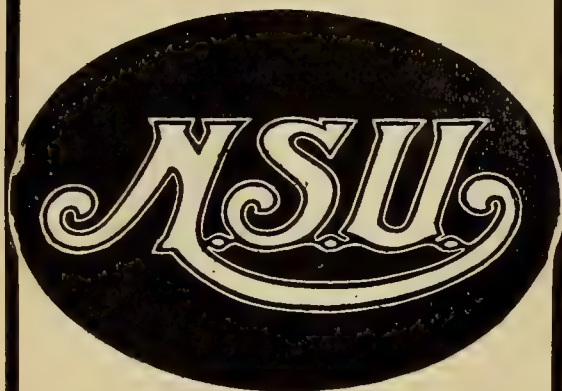
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Paul Moore.....	EXCELSIOR, 32 $\frac{3}{4}$ sec.
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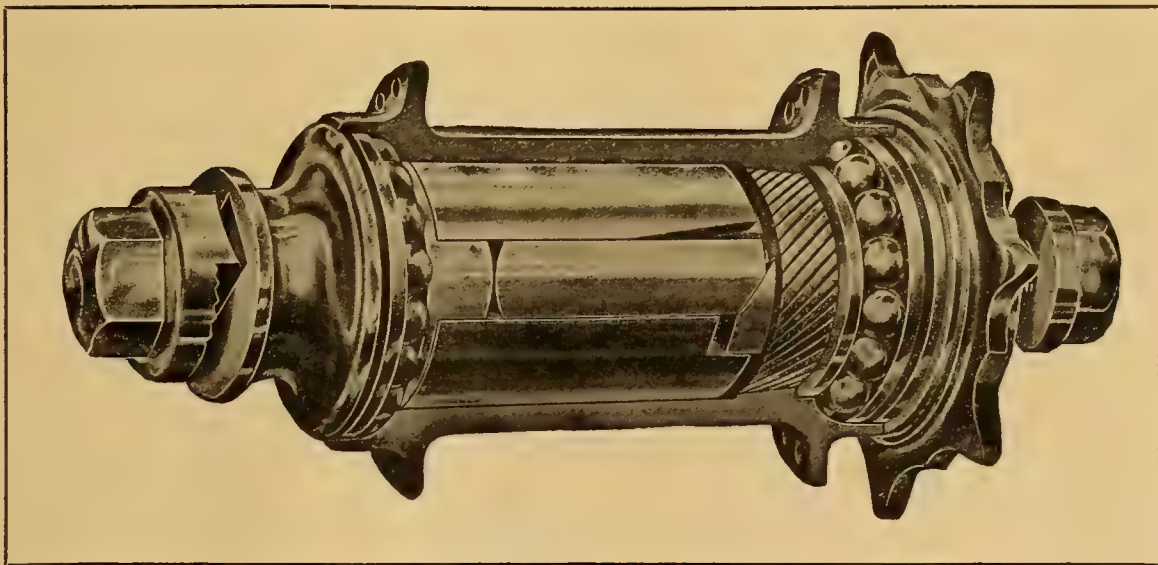
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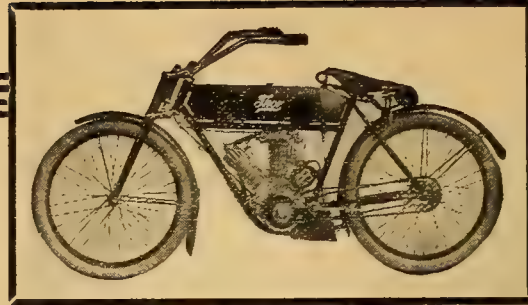
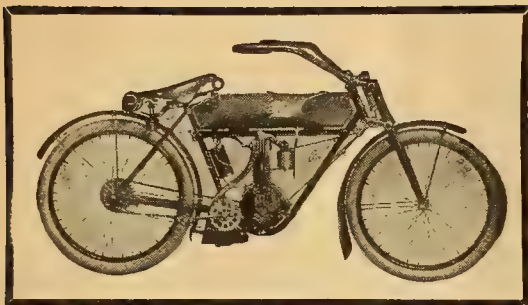
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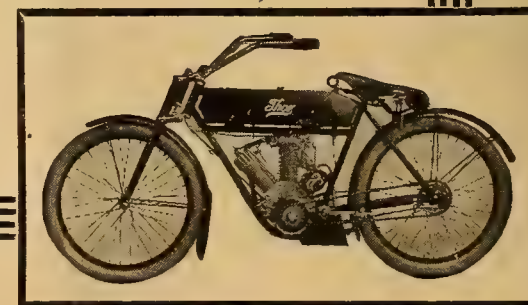
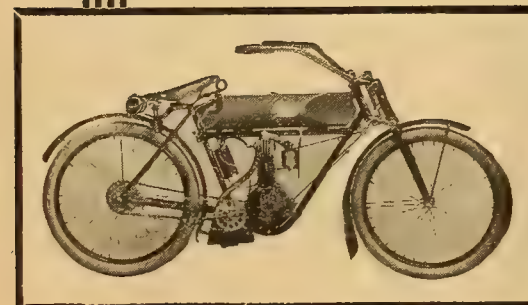
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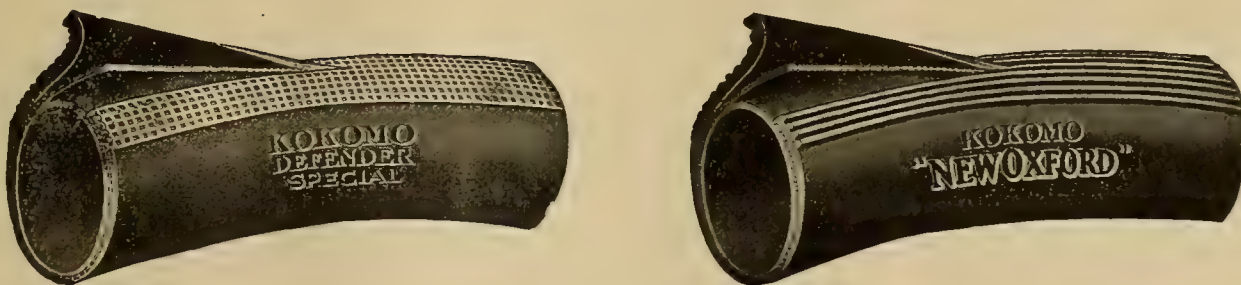


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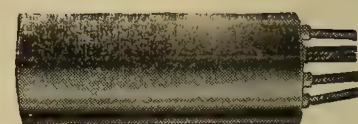
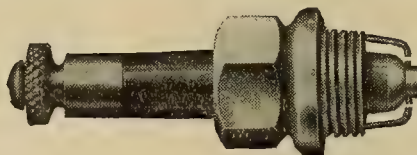
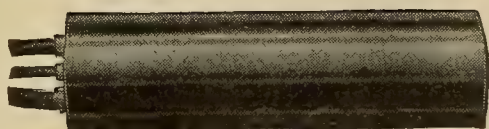
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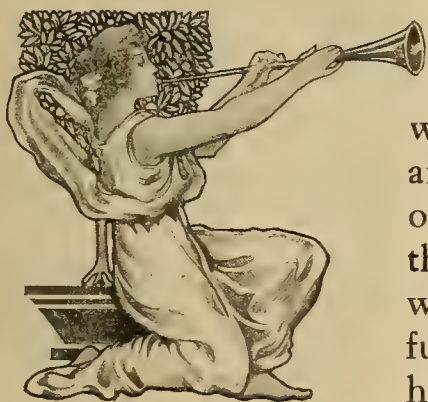
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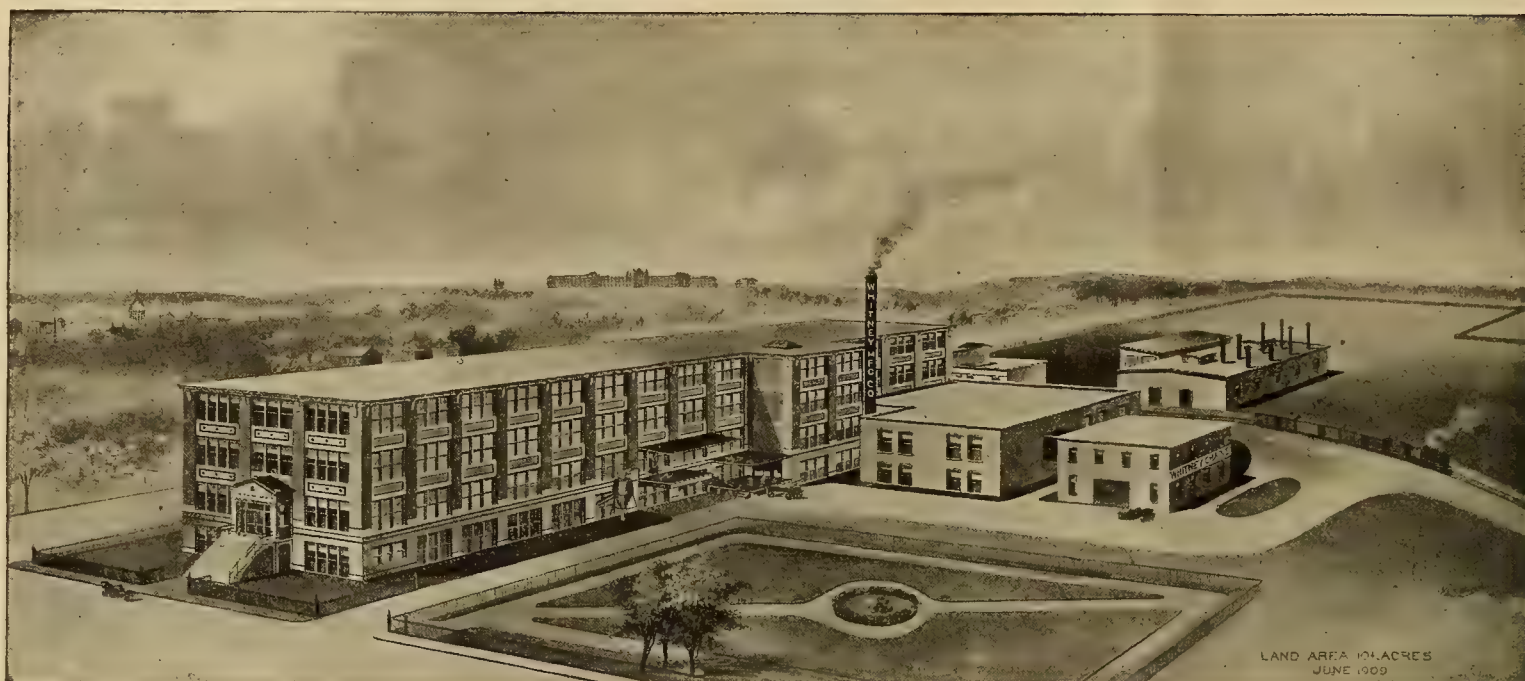
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The 1910 Pope proposition to dealers is *the proposition of the new season*. Our travelling salesmen are on their territories, but if they are not due to reach your town soon we will send you particulars direct.

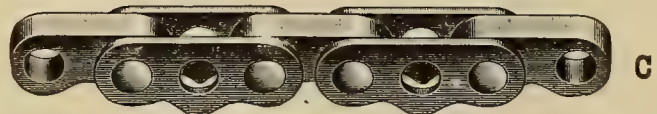
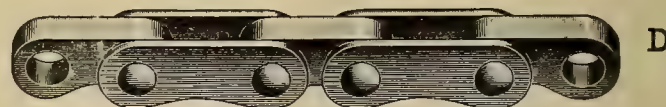
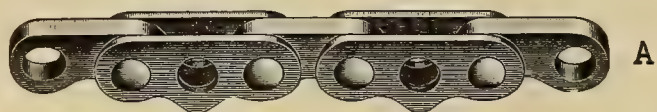
1910 CATALOGUES IN PREPARATION—READY SOON

Let us put your name down for one of our first copies

The Pope Manufacturing Company
Hartford, Connecticut, U. S. A.



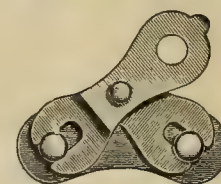
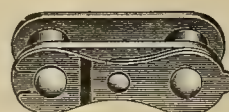
"Whitney" Chains are made in one of the most modern of American fire-proof factories.



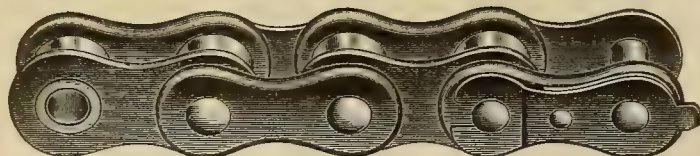
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
For Motorcycles, Etc.



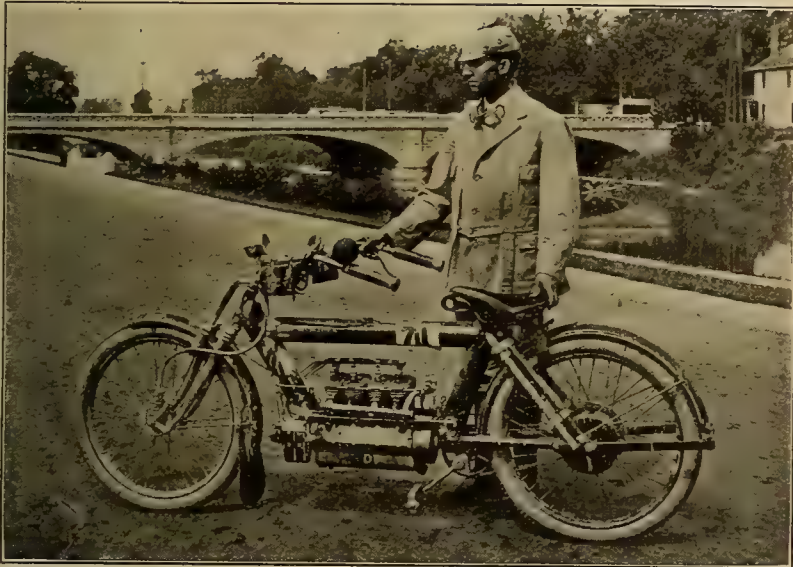
**New Patent
Safety
Connecting
Links**
For Bicycle and
Motorcycle Chains



THE WHITNEY MFG. COMPANY
Hartford, Connecticut

PIERCE

Vibrationless



PERFECT SCORE

F. A. M. Endurance Contest

The above photograph shows F. L. Hunt, a Pierce rider, who earned a perfect score after having covered the distance from Cleveland to Indianapolis without a single repair or adjustment.

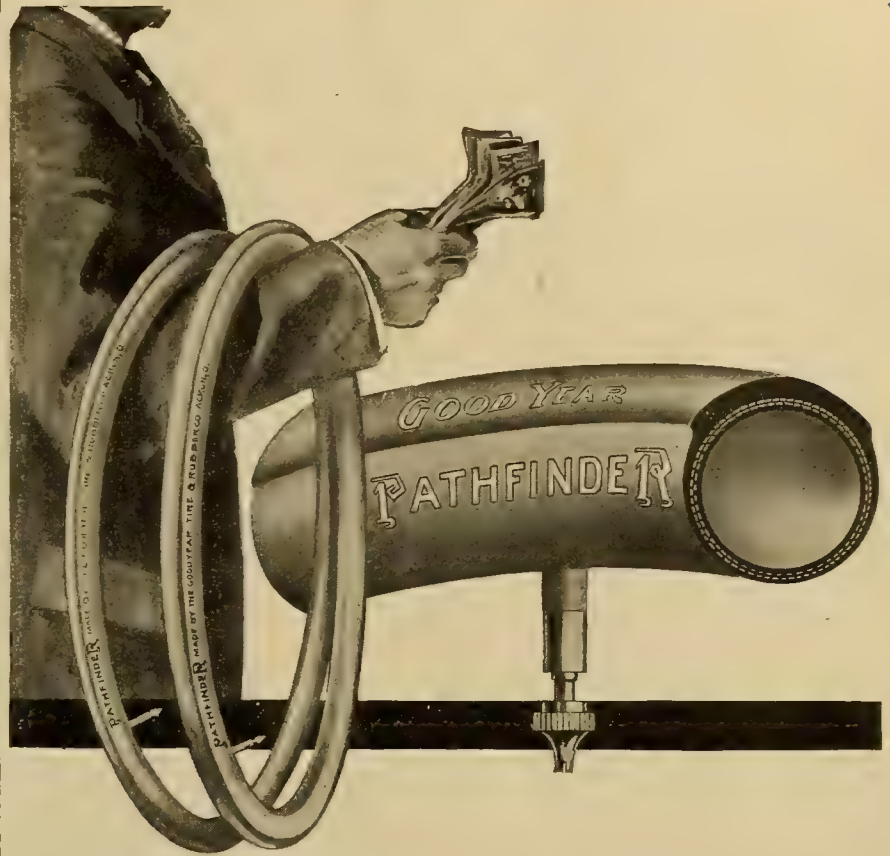
We claim superiority and prove it by actual performance.

CATALOGS OF BICYCLES AND
MOTORCYCLES ON APPLICATION.

The Pierce Cycle Co.

BUFFALO, N. Y.

BRANCHES—Denver, Colo., Oakland, Cal., Atlanta, Ga.



You Make More Money on Tires

when your customers *save* money on tires by buying from you the kind that can be repaired—The Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back.

Pleased customers are also the best advertisers in the world. They bring others to you.

There's one secret of the Goodyear Pathfinder's wonderful popularity. It can be repaired either by plugs or vulcanization.

That gives the owner a run for his money.

A different story from that of ordinary tires, many of which will not take repairs at all.

Goodyear Pathfinder Single Tube Tires are made of the finest grade of Para rubber, as nearly pure as possible to put in a bicycle tire to vulcanize properly.

There are cheaper rubbers that would *look* just as well. We could even take rubber from old worn out tires, overshoes, etc., and make a tire that would pass muster as far as looks are concerned. But it is service as well as looks that sell the Pathfinder.

The fabric in the famous Goodyear Pathfinder is a special closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

Notice the Pathfinder's cover—you never saw a tougher one. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

More than 400 dealers—one to a town in all parts of the country—are now doing a big business on the Goodyear Pathfinder. Are you one of these?

We are sending all Pathfinder agents a quantity of frame guards gratis to distribute among customers. These guards are branded "Pathfinder" and help wonderfully to advertise the tire.

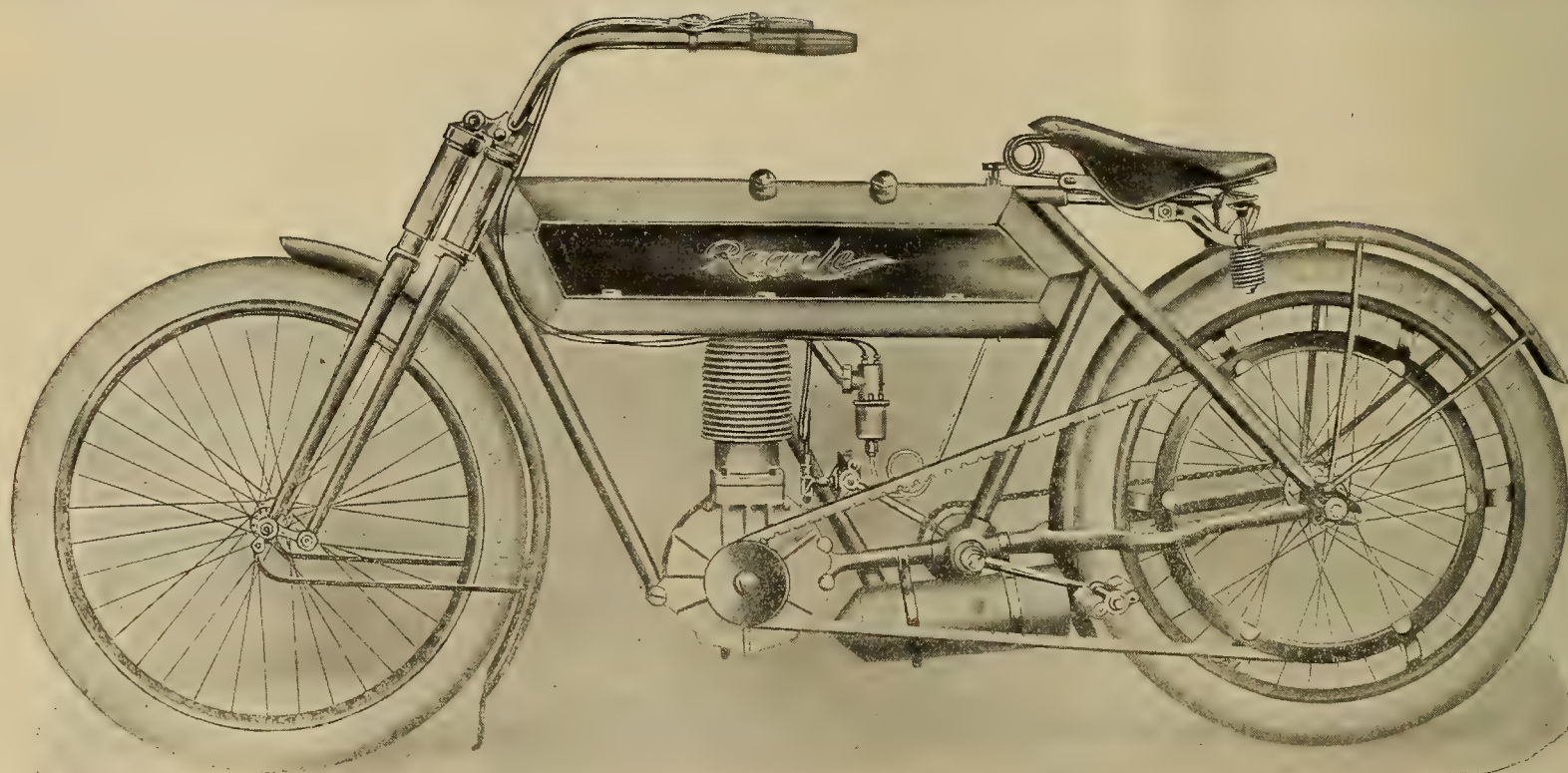
Write us if we are not represented in your town and see what there is in it for you. Start a letter today!

The Goodyear Tire & Rubber Company

Moal Street, Akron, Ohio

BRANCHES—Atlanta, 90 North Pryor St.; Boston, 669 Boylston St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 East 5th St.; Cleveland, 2005 Euclid Ave.; Denver, 28 West Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949 51 S. Main St.; New York City, 64th St. & Broadway; Philadelphia, Broad and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; St. Louis, 3935 Olive St.; San Francisco, 506 Golden Gate Ave.; Washington, 1026 Connecticut Ave.

HERE IT IS!
The 1910
Racycle Motorcycle



The Motorcycle That IS a Motorcycle

Note the Beautiful Lines of the Frame!
Note the Comfortable Riding Position!
Note the Low Frame Construction!

Four Horsepower Engine
Emergency Gasoline Tank

Imported English Carburettor
Improved Musselman Coaster Brake

Write for full particulars and agency proposition. Closing agencies everywhere every day.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, October 2, 1909.

No. 2

POPE'S NEW ERA BEGINS WELL

Net Earnings of the Reorganized Company Nearly \$500,000 for Seven Months
—Excellent Conditions Reported.

Showing a complete summarized statement of the affairs of the Pope Mfg. Co., of Hartford, Conn., since its reorganization on December 24, 1908, to July 31, 1909, the president's report, which has just been issued to the stockholders, reveals not only substantial earnings, but an enviable freedom from mortgages, bond obligations or indebtedness of any kind beyond current bills not matured.

By the sale of properties other than those at Hartford, Conn., and Westfield, Mass., the \$800,000 of reorganization notes were taken up, so that on a capitalization of \$6,500,000, of which \$5,889,010.54 is outstanding, the net earnings for the seven months have been \$482,866.76, or at the rate of about 11 per cent. per annum. The physical assets, patents, licenses and good will show on the balance sheet at \$5,194,835.16, which with inventoried materials, supplies and stock on hand, together with prepaid expenses, accounts and notes receivable, investments, contracts and cash in banks and office brought the total on July 31 to \$6,910,414.92. The company is without any bonded or preferred indebtedness. The auditor's certificate accompanying the report declares that "adequate provision has been made for depreciation and accrued renewals to plant by charges to operation" and that everything has been reduced to "realizable value."

Out of the \$482,866.76 net earnings there was paid on Thursday, 30th ult., the amount of \$164,865.19, as an accumulated 6 per cent. dividend on the outstanding preferred stock for the year dating from August, 1908, and 1½ per cent. regular quarterly dividend for the first quarter of the present fiscal year, there being \$2,198,202.47 in outstanding preferred shares.

In his report the president, Albert L. Pope, states that the company's policy is to manufacture for its bicycles "everything necessary for their completion than can be produced in our factories with economy and efficiency." Continuing, he declares that "the prospect of business for the coming year is most encouraging" and that "an increased sale of bicycles is looked for."

Leavitt Retires from Bicycle Trade.

After having been for many years one of the most conspicuous cycle jobbers on the coast, J. W. Leavitt finally has retired from the trade to devote himself wholly to the automobile business, which has shared his attentions for several years past. He has sold the bicycle department of J. W. Leavitt & Co., Oakland, Cal., to The Bean Sons Co., which for years has been engaged in the cycle trade in San Jose. The Bean people will continue business in both cities.

Twentieth Century Ready to Resume.

Creditors of the Twentieth Century Mfg. Co., New York, having accepted its offer of 25 per cent., that well known lamp concern is now practically out of the bankruptcy court and ready to resume business, Judge Adams having confirmed the composition on Wednesday last. The liabilities of the company were \$63,201, and its assets \$23,837.

Kellogg to Locate at Bridgeport.

Stanley T. Kellogg, the eastern distributor of Excelsior motorcycles, who has shared the former Ovington store at 2234 Broadway, New York, is preparing to move his headquarters to Bridgeport, Conn., his home town. It will be at least a month before this is accomplished and in the interim his address will be 2312 Broadway.

Another Firm Joins the Jobbers.

The McVoy-Wessling Hardware Co., of Chicago, has received the O. K. of the National Association of Bicycle Jobbers, which means that it has been officially recognized and classified as a jobber.

SPARK PLUGS GET INTO COURT

Two Suits Instituted Involving Claims to "Basic" Patents—Several Others Said to be in Preparation.

Motorcycle spark plugs among others have become involved in a tangle resulting from claims of rival manufacturers as to "basic" patents covering certain features of construction common to the majority of plugs, the dispute having led to the filing of two important suits, in one of which A. R. Mosler & Co. of New York City, are the complainants, while in the other they are the defendants. In the former, against the Auto Supply Co., New York, the issue is as to the validity of the so-called Canfield patent, which is claimed to cover all plugs having a deep recess or chamber around the central electrode. The second suit has been brought by Joseph H. Lehman, of the Lehman Mfg. Co., New York, on the ground that Mosler, in common with several other makers, is infringing Lehman's patent covering the use of any kind of a cap over the insulation, particularly where a double wall insulator is used.

The Canfield patent, the validity of which Mosler & Co. are undertaking to establish, is No. 612,701, granted October 18, 1898, to F. W. Canfield, of Manistee, Mich. It was bought in 1906 by the Association Patents Co., a patent holding subsidiary of the Association of Licensed Automobile Manufacturers. Shortly thereafter the spark plug makers were invited to take out licenses and pay royalties, where their plugs were recessed around the insulation. No suits were instituted, however, and the patent last spring was disposed of to Mosler & Co., who in addition to suing the Auto Supply Co. have a number of other suits in preparation, directly against makers who are alleged to infringe.

To the same degree that the Canfield patent is claimed to exercise basic control over plugs having recessed insulation, the

Lehman patent is presented as underlying the employment of a cap or covering of any kind at the sparking end for protecting the insulation from the direct effects of the combustion in the engine cylinders. It is No. 741,684, granted to Lehman on October 20, 1903. While larger constructions may be placed on its claims, Lehman is of the opinion that it with certainty covers the cap feature in whatever form it may appear and regards 11 other makers in addition to Mosler as making infringing plugs.

Adding to Whitney Chain Plant.

The Whitney Mfg. Co. has commenced the construction of an addition to their four story concrete plant at Hartford, Conn., which though it will afford only

TWIN "TAKES AFTER" THE SINGLE

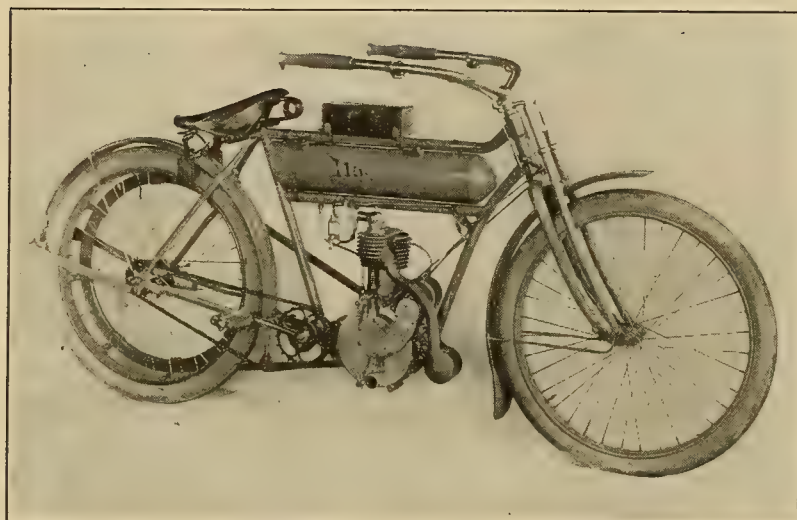
New Yale Models Have Features of Resemblance—Specifications and Equipment of the Offerings.

That the Yale twin cylinder motorcycle, which the Consolidated Mfg. Co., Toledo, O., now has ready for the market, is a full brother of the single cylinder and older model is shown by the accompanying illustration; the "family resemblance" is quite marked.

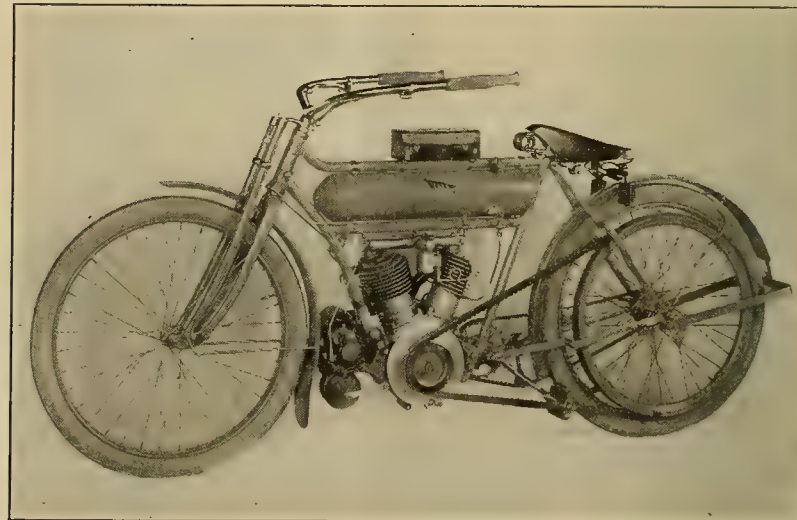
With a power rating of $6\frac{1}{2}$ horse, the cylinder dimensions of the twin are 3 5-32 by 3 11-16 inches, bore and stroke. The

forged connections. The wheel base is $54\frac{1}{2}$ inches. The wheels are equipped with 28 by $2\frac{1}{2}$ inch clincher type tires, of either G. & J. or Morgan & Wright make, while knockout front axle and the new Eclipse hub brake are appointments which are certain to be appreciated. The wheels are covered with 3-inch guards, strongly braced, the rear one of which supports the stand when not in use. The standard gear ratio is $4\frac{1}{2}$ to 1.

The dimensions of the single cylinder engine are unchanged, viz., $3\frac{3}{4}$ by 3 11-16 inches, its displacement being 30.21 cubic inches. In nearly all other respects the single machines are substantially the same as heretofore, enlargement of the engine valves, lengthening of the wheelbase and



YALE SINGLE CYLINDER MOTORCYCLE



YALE TWIN CYLINDER MOTORCYCLE

about 5,000 feet of floor space, is the forerunner of another considerable enlargement which will be made in the spring, the plans for which already are in hand. The present addition will be devoted to the hardening of the Whitney chain parts and by considerably relieving a department which has been overtaxed will permit of an increase of production and prompt deliveries.

Receiver Sells Ovington Assets.

The receiver's sale of the assets of the bankrupt Ovington Motor Co., New York, on Wednesday last netted \$1,925. The property consisted almost wholly of tires, accessories and office fixtures, only one second hand motorcycle being included in the inventory. E. L. Ovington himself offered \$750 for the assets as a whole, but his bid was rejected and they were disposed of in parcels as catalogued. The good will of the company was the last thing put up by the auctioneer. Ovington considered that it was worth \$5 and obtained it without any competition for that sum.

Rust Sells Out to Travel.

A. N. Rust, the well known bicycle and sporting goods dealer of Davenport, Iowa, has sold his business to Clement R. Ceuworst. Rust himself will "go on the road" for the Iver Johnson Arms & Cycle Works, of Fitchburg, Mass.

piston displacement of the motor thus figures out at 58 cubic inches. The pistons are fitted with three eccentric rings, having step joints. Automatic inlet valves are employed. The bearings and valves are nickel steel forgings. One gear, turned from solid bar stock, operates both the exhaust valves and the magneto, which is supplied as an extra option. The standard method of ignition is by dry batteries and coil, with a simple and compact timer which is mounted on the side of the gear case over the main bearings. The batteries are carried in a case under the saddle. The engine control is by the double grip method.

Transmission is by $3\frac{3}{4}$ -inch specially tanned waterproof belt, proper tension being maintained by means of an idler operated from the seat. Another idler which is fitted to the starting chain allows of adjustment to correspond with the belt tension. As an option, the Shamrock-Gloria rubber V-belt will be supplied.

The combination tank which is mounted in the upper panel of the frame between the top tube and the brass bar has a capacity for $1\frac{1}{2}$ gallons of gasoline and 2 quarts of lubricant. Oil is forced into the crank case by means of a force pump operated from the saddle. The motor base is provided with an oil window.

The frame is of special design, affording very low center of gravity. It is made up of $1\frac{1}{8}$ -inch, 16-gauge tubing, with drop

alteration of the saddle position comprising the only changes of note.

Burglars Visit N. S. U. Office.

Burglars visited the offices and sales room of the N. S. U. Motor Co. at 206 West Seventy-sixth street, New York, on Sunday night last and though there is evidence that they came prepared to make a big haul and cart away a number of motorcycles, something induced a change of mind and they made off only with money and postage stamps. A good clue to the identity of the culprits has been obtained and is being followed.

Lindsay Goes with Consolidated.

W. N. Lindsay has been engaged by the Consolidated Mfg. Co., of Toledo, Ohio, to travel the New England States in the Yale interests. His headquarters will be at Andover, Mass.

Wichita Has a New Bicycle House.

The Jones Bicycle & Sporting Goods House is the style of a new concern which has begun business in Wichita, Kan. It is located at 209 North Main street.

Davis to Sell Cycles in Iola.

A. H. Davis has opened a bicycle store and repair shop at 115 West Madison street, Iola, Kan. He styles his establishment "The Bicycle Hospital."

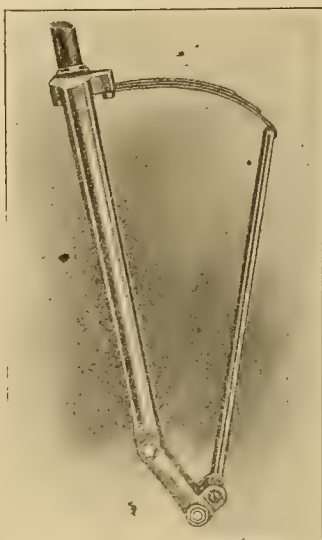
INNOVATIONS IN THE POPE LINE

Two New Bicycles to be Added for Season of 1910—Improvements to be Made in the Present Models.

That age has not withered nor custom staled the ingenuity of those who have to do with the refinement of bicycles is proven by the Pope line for 1910, some particulars of which were made public this week. They make plain that not even the Pope Mfg. Co., the oldest of them all, has been content to stand still or to rest on its laurels. No less than two new models, and one considerably reconstructed, and a number of major and minor innovations in the models which already are well known in name, serve to constitute a considerable fund of improvement.

Of the changes which have been made there is one that, while it in no wise affects the appearance or construction of the Pope bicycle, is none the less as significant as it was unexpected, i.e., the use of imported

The other addition to the Pope line is the Messenger Boy model, the title of which explains its purpose. It is a stoutly built model, which has a $\frac{7}{8}$ -inch flush joint frame,



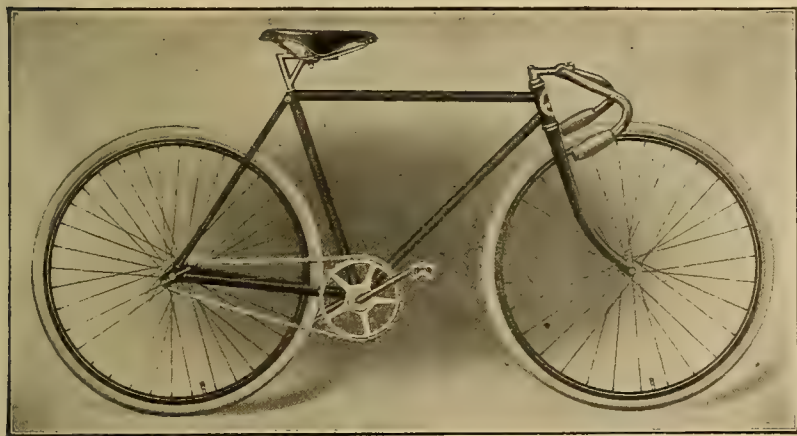
THE NEW POPE SPRING FORK

and is strictly up-to-date in respect to every detail.

Of the innovations, the most striking is

it is an original and distinctive device applied to the ordinary bicycle. The main forks are practically straight and are coupled to the axle by means of a pair of short links, one on either side. A supplementary fork, also linked to the axle on either side, is attached at its upper end to the lower plate of a triple leaf spring, which is quite long and which is shaped into rough conformity with the contour of the wheel and rigidly attached at its base to the crown of the main fork.

Included in the specific improvements covering the entire line is the steering head on the \$50 men's rigid frame machine, which has been increased 1-16 inch in diameter, or to 1 9-16 inches, with new bearings employing 5-32 inch balls instead of the $\frac{1}{8}$ inch previously used. The \$40 and upwards models will have new sponge rubber grips, Whitney style "C" chains and Diamond "E" spokes. The \$30 models will be improved by the introduction for the first time of the two-piece crank hanger, embodying new bearings, and a center taper sleeve locking device, as shown by the accompanying illustration. Heretofore a single piece hanger has characterized these models,



NEW POPE SPRINT BICYCLE



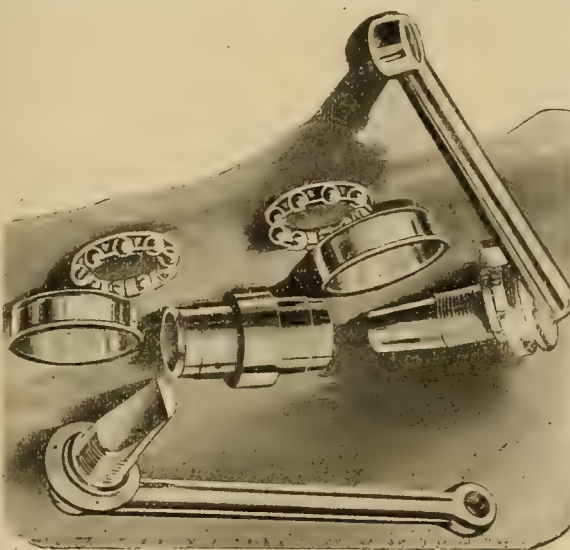
NEW POPE HEAVY SERVICE

tubing. A spring fork which is radically different from any heretofore used is another innovation that is both conspicuous and notable.

The Heavy Service bicycle which was introduced last year is the model which has undergone the most reconstruction. The main frame is built of 18 gauge tubing, while the fork sides are of 16 gauge thickness. Forged fork crown and extra large steering head ball cups, taking 3-16 balls, insure safety at this vulnerable point. The sturdy quality of the mount is further indicated by the adoption of tandem front hubs, tandem spokes and Standard motorcycle pedals and the use of steel linings in the wood rims.

One of the two newcomers is the Pope Sprint bicycle, which is characterized by one inch main tubes, round upper rear stays and D-shaped lower ones, thus affording strength and rigidity, and by the rear wheel brought up close to the seat mast tube. The distance between the rear rim and the mast tube, at the nearest point, is only about $2\frac{5}{8}$ inches.

the three-plate spring fork, which is adaptable to any of the adults' models catalogued under the 1910 specifications. Suggestive



NEW POPE CRANK HANGER

to some extent of a type of spring fork which has been used in motorcycle practice,

which also will be supplied with the Whitney "2-C" chain. Not to overlook the juvenile line, the Fay models will be built with upper rear forks which will follow exactly the design of the high-grade adults' models.

Considerable modification and expansion has been brought about in the matter of equipment, a double tube tire, mounted on steel lined wood rims, being the most noteworthy departure in this connection. A large assortment of handle bars and saddles, are lines in which improvement has been brought about. Improved hanger cones and the adoption of an improved seat post expander bolt device are other talking points of no mean importance.

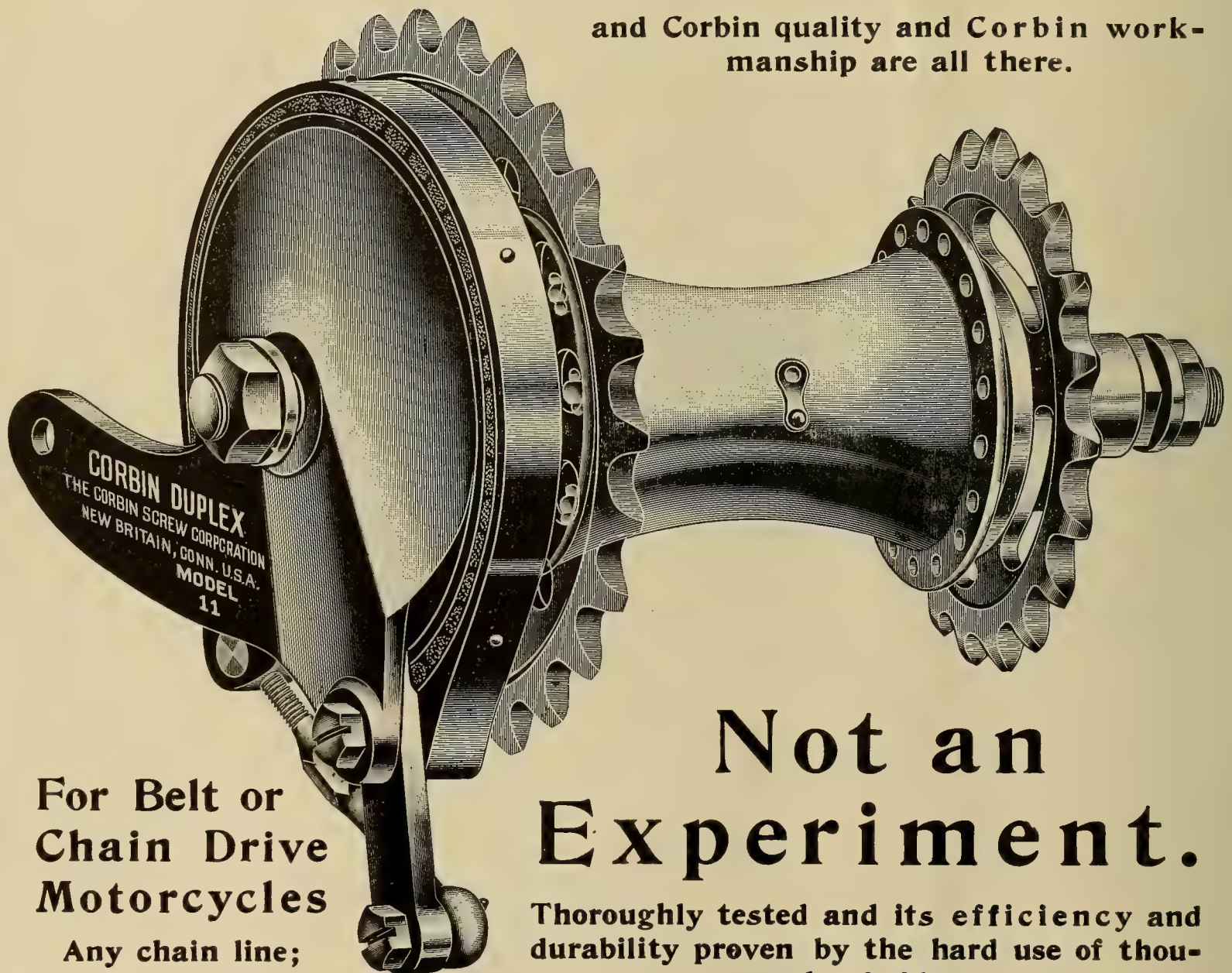
White Out of National Tube.

H. S. White, for a number of years assistant sales manager of the National Tube Co., has stepped down and out of that big establishment. White's duties chiefly had to do with the sale of bicycle and automobile tubing.

If it's a Band Brake you want
we now can supply that, too.

It's a Corbin

and Corbin quality and Corbin work-
 manship are all there.



For Belt or
 Chain Drive
 Motorcycles

Any chain line;
 any sprocket.

Not an
 Experiment.

Thoroughly tested and its efficiency and
 durability proven by the hard use of thou-
 sands of riders.

QUOTATIONS ON REQUEST

CORBIN SCREW CORPORATION, NEW BRITAIN
 CONN., U. S. A

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Published Every Saturday by

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, OCTOBER 2, 1909.

"Enclosed please find renewal of my subscription for the Bicycling World and Motorcycle Review. It's the greatest bicycle and motorcycle paper on earth."—E. E. Clapper, Lafayette, Ind.

About Accidents on the Track.

The young motorcyclist who at the Milwaukee racemeet last week looked behind in the course of a race and as a result went to the hospital with a broken leg calls attention anew to a perilous practice that probably never will be wholly subdued, but which, nevertheless, requires that every effort be bent to that end. It probably has caused more accidents on the track than all other causes combined. It is only a few weeks since a cyclist on one of the foreign courses met his death because of it, and dangerous as it is in cycle racing, the looking back habit, particularly on the part of amateurs, is doubly dangerous when motorcycles are engaged. The rider who is possessed of it is a menace not only to himself but to all other of the contestants.

There is small occasion and rarely is there justification for looking backward. The chief concern, if not the only concern, of each competitor is not the man or men who are following him but the man or men who are ahead of him. One way of impressing

the fact on all riders is the disqualification of every man who commits the offense whether he finishes first or third and the reprimanding or "setting down" of every offender who may not happen to finish among the prizes. After a few of them thus have their winnings taken from them or are forbidden to compete in a succeeding event and the news is given general circulation, some good will be achieved.

The average referee is human and in the absence of accident he dislikes mightily to take the fruits of victory from any man for such an apparently small offense, but the end justifies the means. In the great heyday of cycle racing, the looking back practice caused so many accidents that it became necessary to order the disqualification of all who resorted to it, win or lose. Apparently a small lapse, it looms large when as a result of it, a rider is hurt and is disfigured, or is carried to the hospital with a broken bone or two.

There is one other offense that requires more attention from the motorcycle authorities particularly than it has received—that of riding the wrong way of a track. There has been so much of it done on the mile tracks employed for motorcycle racing that the wonder is that more tragedies have not resulted; and in not a few instances the offenders have been the track officials themselves. It is a fearfully dangerous practice and should not be countenanced under any circumstances, no matter how important they may appear to be. The man who rides the wrong way of a track, no matter if no other person may be thereon, is in the same class with the fool who rocks a boat. Whoever he may be and wherever he may appear, he should be taken by the slack of the pants and thrown off the grounds. The same remarks apply also to the unthinking individual who dismounts in the course of race near the pole of the track, and thereby invites death and disaster.

Making Mountains out of Molehills.

If it were not so amusing, the earnestness with which not a few motorcyclists speak or write of their outings would be pitiful. Their utterances often suggest that they take their pleasure seriously if not sadly; and the half-interested or disinterested person who hears or reads them cannot be blamed for wondering if the motor bicycle is such a finicky or contrary "beast" that it seldom returns whole or if such an accomplishment is in the nature of an achievement.

Some of these narrations, both written

and spoken, and brief though they may be, would make appear that the average motorcycle club run is full of the doubt and worry and hardships that attend journeys to the North Pole or into uncivilized lands. Thus we read the story penned by a motorcyclist to the manufacturer of a necessary part of his machine—and printed by the manufacturer—in which the rider tells the story of a club run in which he participated. He actually rode all of 100 miles and there were stones on the road, likewise some sand, and there was a mountain to climb, too, and—that's all. But the young man returned safely from the perilous and heart-rending and momentous trip with his motor operating, the frame unbroken, and apparently without the loss of a nut or a screw or a flake of enamel.

The achievement was so wonderful that he had to "take his pen in hand" and describe it and tell the manufacturer how well his part of the machine's equipment had stood up under this gruelling test of a club run on a road with stones on it and with a mountain in the way. If the tone of the "testimonial," which is what it was meant for, were not so serious and full of pride, it would be sidesplitting; and yet it is but a fair sample of the sort of thing that causes some men to puff up to the bursting point.

Nearly every club run develops more or less boasting of the sort. It serves to recall a story that does not lose anything by repetition. One of a group of motorcyclists was relating proudly how he had climbed a certain hill; his sense of a feat well performed was plain to all but his pride fell when a quiet man of the party spoke up.

"Why, I climbed that hill 25 years ago on a high bicycle with solid tires and thought nothing of it," he remarked.

The desire for self-glorification is, of course, at the bottom of these "wonderful accomplishments" of completing a club run or a week's tour, but if some of those who spin the exaggerated yarns will but realize that however remarkable it may have been a few years ago, it is a pretty poor motor bicycle, or tire, or other part, that does not "get there and get back" nowadays. It does not promote motorcycling to suggest or make it appear otherwise.

"Enclosed find my subscription for the Bicycling World for another year. The reading of it seems to help me keep young, mentally, at least."—Charles E. Minnemyer, Allegheny, Pa.

IN REMEMBRANCE OF COL. POPE

Subscriptions for Proposed Memorial Coming More Rapidly—The Movement Takes Substantial Form.

The movement for the erection of a memorial in honor of the late Col. Albert A. Pope finally is acquiring that strength which was anticipated when it first was proposed by the Bicycling World.

It transpires that the failure of the Pope men in Hartford to make themselves heard regarding the project—a silence which has been misconstrued and caused others to assume a waiting attitude—has been due to hesitancy born of the fact that two of Col. Pope's relatives are officers of the Pope Mfg. Co., and not because of lack of sympathy with the movement. Vice-President Walker states that he is in hearty accord with the project to honor the memory of his old and famous chief, but that because of the situation referred to, it was deemed advisable to delay concerted action until the movement had taken substantial form. As this is now the case, action of the sort has been instituted and every person in the Pope employ is being given an opportunity to add his mite to the memorial fund. With some of the subscriptions there come expressions which tell of the more than ordinary esteem in which Col. Pope's memory is held.

Elliott Mason, one of Col. Pope's original lieutenants, who incidentally retired on the 1st inst., after some thirty years in the Pope service, before taking his departure from Hartford, forwarded his subscription of \$10 to the fund.

"I have been awaiting concerted action here," he writes, "but wish to go on record without further delay. It is most appropriate and fitting for the Bicycling World to father the movement and it would seem that every old timer should heartily respond."

E. H. Brandt, who years ago served the Hartford Rubber Works Co., when it was a Pope property, but who now is high in the automobile industry, has busied himself to good purpose among the other former attaches of that company. Supplementing his own subscription of \$20, Mr. Brandt during the week has remitted \$32 which they contributed. The amount is made up of \$10 from E. P. Benson, now with the G & J Tire Co. in Indianapolis; \$10 from W. P. Kearney, now president of the Rubber Tire Wheel Co. in Montreal; \$5 from E. E. McMaster, now with the Continental Caoutchouc Co. in Detroit; \$5 from James How, now of Buffalo; and \$2 from Henry Plows, now with the Mitchell Motor Car Co. in Racine, Wis.

The Consolidated Motorcyclists, of Keene, N. H., is the first motorcycle organization to lend its assistance to the project and to recognize that Col. Pope was one of the

pioneers of the motorcycle industry also. At a meeting of the club last week, it voted \$10 to the memorial fund.

When Oil is Beneficial to Files.

As a rule all files before leaving the manufactory are covered with oil to prevent them from rusting, and while this is not objectionable for many uses to which the file is put, there are cases where the oil should be thoroughly removed. In finishing large cast iron surfaces which are of a glassy nature, oil renders it difficult to make the file "lute" or keep sufficiently under the surface to prevent glazing, otherwise the action not only hardens or burnishes the surface of the work, but dulls the extreme points of the teeth. On the other hand, oil and chalk may be used to good advantage upon narrow fibrous metals of harder nature. Oil is also useful on fine files in finishing wrought iron or steel, as with its use the teeth will not penetrate to the same degree and the disposition to "pin" and scratch the work is materially less than when the file is used dry.

Accelerating Oil Pump Action.

A handy kink for assisting the operation of the oil pump is to remove the cap and piston and fit a fairly strong helical spring over the stem between the piston and the cap. When re-assembled, this device will be found to expedite matters considerably. In feeding oil to the motor, a shot or two at a time, as is done on the road, all that is necessary is to pull up the piston against the pressure of the spring, and then let go. The strength of the spring will be sufficient to drive down the piston at the same time injecting the charge into the crank case.

Keep the Ball Bearings Adjusted.

Although it commonly is supposed that ball bearings require absolutely no attention once they have been properly adjusted and lubricated, such is not always the case. In time both the balls and the races wear down to a certain extent, where re-adjustment is necessary. Running a bearing which is loosely adjusted tends to render the ball cup elliptical in shape. When this occurs it is useless to expect smooth running results until an entirely new cup has been substituted for the old one.

Nut that Must be Kept Secure.

The nut which holds the driving pulley or sprocket in place on the end of the crank shaft ought to be looked after occasionally to see that it is perfectly tight. If it becomes at all loose, the chances are that the pulley may back off a little way on its taper. This will throw the entire strain of driving upon the key and ultimately produce a knock, besides making it difficult to resecure the parts properly.

How to Test the Ball Bearings.

It is well to spin the wheels of a bicycle occasionally, and listen to the sound made by the balls. While the wheel is turning

COMING EVENTS

October 3, Valley Stream, N. Y.—New York State Division, Century Road Club of America's annual 100 miles road race; open.

October 8-9, Dayton, O.—Dayton Motorcycle Club's two days race meet at fair grounds track; open.

October 9, Guttenberg, N. J.—Motorcycle races at Guttenberg track.

October 10, Newark, N. J.—New Jersey Motorcycle Club's race meet at Olympic Park track; open.

October 10, Little Rock, Ark.—Motorcycle races at fair grounds track; open.

October 23, Philadelphia, Pa.—Philadelphia Police Department's inter-city motorcycle race at National League Park.

October 27, 28 and 29, Dallas, Tex.—Motorcycle races at State fair grounds track.

November 25, Augusta, Ga.—Augusta Motorcycle Club's Thanksgiving race meet at fair grounds track; open.

slowly, it is possible for the practiced ear to distinguish readily enough between the sound made by the balls clicking together as they pass over the upper part of the race and fall across the little space which is allowed for play, and the more distinct and characteristic noise made by a cracked or broken ball. The latter is an indication of trouble which should be remedied at once.

To Secure Good Belt Transmission.

Simple as it is, the ordinary form of flat belt transmission cannot be expected to work properly unless certain simple requirements as to its operation are faithfully carried out. The pulleys must be in line, they must run true, and the flanges must be straight and free from dents. As far as the driving pulley on the engine is concerned there seldom is any difficulty on either of these scores. With the rear pulley, however, it is apt to be different, particularly on a machine which has been subjected to hard usage. Kinks, dents or lumps, or an eccentric setting of this member may lead to excessive and otherwise inexplicable wear in the belt.

To Locate Tire Leaks on the Road.

Failing a convenient brooklet or watering trough in which to test a faulty inner tube in locating a leak, recourse always may be had to the ancient expedient of inflating the weak member and holding it close to the road where the dust is fine and well distributed. As the tube is turned this way and that the location of the fault, unless it be a very small one indeed, will be indicated by the tiny puffs of dust thrown up by the escaping jet of air. The test is by no means a delicate one, but it has served in many an emergency and possesses the particular advantage of always being ready.

GUIGNARD DOES 63 IN THE HOUR

French Pace Follower Shatters Wills's Famous Record—Marvelous Ride Against Time on Munich Track.

For the first time in the history of bicycle racing a distance of more than 100 kilometers, or 62 miles, has been ridden in less than 60 minutes. Paul Guignard, the famous French pace follower, is the hero of the year, for it was he, who on September 15th, accomplished this astounding feat, a mark that continental pace followers have for years been striving to attain. The hith-

in which the Frenchman broke all the records from 10 to 50 kilometers, and also broke Wills's half hour record, a puncture compelled him to quit. Guignard then went back to Paris and began working on tires that would be sufficiently strong to withstand the terrific pace of a mile a minute for one hour. A puncture would have rendered the attempt for naught, and also might have resulted disastrously for the intrepid rider.

Returning to Munich with Hoffman, Guignard waited for a favorable opportunity to begin his attack upon the hour record. A perfectly calm day was needed, and finding it on Wednesday, September 15th, he hastily summoned the officials and time keep-

made recently at Munich, but his time for 50 kilometers was 29:34½, or 6½ seconds better than the previous mark. From that time on he was well within the record.

In the first 30 minutes Guignard had reeled off 31 miles 919 yards, which, however was a few yards short of his previous half hour record of 31 miles 1,210 yards. At 60 kilometers, covered in 35:25½ he had eclipsed Wills's previous mark by several seconds and thereafter the little Englishman's records, made in his famous hour's ride, fell like leaves in autumn.

When he had finished Guignard had a massage and dressed. He showed no effect from the terrible strain of the last 60 minutes and while the few people who witnessed the wonderful performance were crowding around to shake his hand, Guignard asked to be excused that he might telegraph to Paris. His joy at regaining the record and at putting the hour record at more than 100 kilometers made him forget that he was tired.

Guignard is a modest man, despite the fact that he has had more than 12 years' service on the track. He started as a sprinter, but was not very successful until about six years ago when he began following the motors. He first came into prominence in 1905 when he set up an hour record of 89 kilometers 904 meters. Robl wrested the record from him the same year, by covering 91 kilometers 303 meters. The following year Guignard regained the record at Munich when he rode 95 kilometers 57 meters in the hour. The record remained at this distance until last year when Wills startled the cycling world by riding more than 60 miles in that many minutes. Guignard was determined to regain the record and now that he has succeeded will reap the rewards that his marvelous speed performance deserves. Guignard is 33 years of age.

The first hour record was made on a high bicycle in 1876 at Aston, Birmingham. Then J. T. Johnson, the father of Vic Johnson, the present holder of the British mile record, covered 13 miles 600 yards. Guignard's record was 63 miles 189 yards. What a contrast!

The following table shows the time made at each intermediate distance of 10 kilometers, and the previous records for the intermediate distances, which were broken from 50 kilometers upwards:

Distance Kilometers.	Guignard's Time.	Previous Times.
10	6:18½	6:14½
20	12:08½	12:00½
30	17:57½	17:49½
40	23:46½	23:38½
50	29:34½	29:41
60	35:25½	*36:19½
70	41:18½	*42:23
80	47:13	*48:26
90	53:07	*54:29½
100	59:01	*1:00:34½
½ hour ...	†50 kil. 761 m.	‡51 kil. 16 m.
1 hour ...	°101 kil. 623 m.	*¶99 kil. 57 m.

*Formerly held by Wills. †31 miles 919 yards. ‡31 miles 1,210 yards. °63 miles 89.8 yards. ¶61 miles 904½ yards.



PAUL, GUIGNARD BEHIND MOTOR PACE

erto apparently unbeatable distance of 61 miles 904½ yards in one hour, made by Albert Edward Wills, only last year, now has passed into the discard. In 60 minutes Guignard rode 63 miles 189.8 yards—the most marvelous accomplishment ever recorded in the annals of the sport.

The lay mind scarcely can conceive the wonderful speed necessary to accomplish this feat. From a standing start Guignard covered the first 10 kilometers in 6:18½, but the succeeding 6.2 miles were reeled off in 5:51, an even pace being thereafter maintained until the finish. His speed was at the rate of 92.5 feet per second. His average time for the hour was 57 seconds per mile.

The ride took place at the cement track at Munich, Germany, the venue of all the record breaking rides of the last few years. It was there that Wills last year succeeded in riding 61 miles 904 yards in the hour, where previously Guignard had made 59 miles 86 yards.

A month or so ago Guignard and Franz Hoffman, his pacemaker, went to Munich with the avowed intention of lowering Wills's record. After a remarkable ride,

ers to the track and shortly after noon, gave the signal that he was ready.

Hoffman had warmed up his immense three cylinder pacing machine and as soon as Guignard had his feet strapped to the pedals, Hoffman circled around the cement oval prepared to make a quick pickup. The gun popped, Guignard doubled over the handle bars, and despite the fact that he rode a bicycle geared to 160 inches had it in motion so quickly that he was able to tack on behind the pacing machine before the first turn was reached.

The first lap of 721 yards was accomplished in 46½ seconds, or about 31 miles an hour, but so rapidly did this remarkable Frenchman unwind that in less than five miles he was going along at better than a mile a minute, the first 6 miles being covered in 6:18. The next 10 kilometers were clocked in 5:51, and the succeeding 6.2 miles in 5:49, it requiring exactly the same time to cover the next 10 kilometers. Twice during the hour the time keepers recorded laps in 22½ seconds, which is at the rate of more than 65 miles an hour.

Until he had covered 40 kilometers Guignard did not approach his own records

DE MARA RIDES A FAULTLESS RACE

He Finishes First in the Six Days Grind—
Williams Makes a Spirited Bid in
the Final Sprint.

	Miles.	Laps.
1 Walter De Mara	969	2
2 Saxon Williams	969	0
3 James Hunter	968	10
4 Charles Stein	968	10
5 W. L. Mitten	968	9
6 Tommy Morgan	967	11
7 W. Palmer	953	6
8 Albert Crebs	935	11
9 Fred Wells	880	11

Kansas City, Mo., Sept. 26.—Walter De Mara, the young San Franciscan who last December jumped from obscurity to prominence by his remarkable showing in the New York six days race, demonstrated again last night his remarkable endurance when he won the tiresome abbreviated six days grind that started in Convention hall last Monday afternoon.

De Mara covered in the six days, or 48 hours of actual riding, 969 miles 2 laps. He was two laps ahead of Saxon Williams, of Buffalo, at the finish and the same distance separated Williams from James Hunter, of Newark, N. J., and Charles Stein, of Brooklyn. The tie between Hunter and Stein, who totalled 968 miles 10 laps each was disposed of by a mile match in which the Newarker came off victorious, to the surprise of many. Worthington L. Mitten, of Davenport, Ia., was fifth; Tommy Morgan, of Salt Lake City, sixth; W. Palmer, of Australia, seventh; Albert Crebs, of Salt Lake City, eighth, and Fred "Jumbo" Wells, of Australia, ninth and last.

The largest crowd of the week, which is not saying a great deal, was out to see the final night's racing. When the race started at 2 o'clock, Williams and Hunter were tied, two laps behind De Mara, and it was expected they would make a desperate attempt to cut down the lead of the Californian. Mitten and Morgan also were tied and two laps behind Williams and Hunter. Hunter lost his tie with Williams for second place because of a puncture, while Mitten's chances were dimmed for the same reason. The only excitement of the evening was furnished by Palmer who frequently "stirred up the monkeys" by spasmodic sprints. As soon as the other riders saw it was Palmer, however, they let him go, as he was too far behind to be even a little bit dangerous.

Considering the long distance he had traveled De Mara was remarkably fresh at the finish. In the final mile sprint, after holding back every spurt of the afternoon and evening, he won about as he pleased. Then, after winning he rode to the edge of the track where sat Mrs. De Mara, and without dismounting from his bicycle, kissed her, not once, but twice, on both cheeks, in regular Charley Miller fashion, and the spectators applauded. K. C. is on

the sob circuit and mellerdrammer always gets across.

Kansas City, Mo., Sept. 25.—Alert and eagle-eyed to the ninth power of perceptible to put one across on Walter De Mara yesterday and the powerful Californian was able to cope with every sprint that was started in the effort to reduce the lead he had gained earlier in the week. De Mara has had exceptional luck, for not once during the daily eight hours of riding has he dismounted from his bicycle, or has he had a puncture or suffered a spill.

There was no change in the standing of the riders during the fifth day. Some of them were a little tired, perhaps, but not De Mara, Williams, Hunter or Williams, who watched each other like hawks. It has been the first long ride for Morgan, Stein, Crebs and Wells and they now know how it feels to ride in a six days race. Only the fear of being termed "yellow" has prevented some of them from quitting, and for that reason their grit and determination to remain until the finish shows their calibre. Although far behind the others Crebs and Wells plugged along resolutely and once in a while jumped out to regain some of the distance they lost.

Several times during the evening there were wild sprints, but De Mara always was wide awake and no attempt of the others to gain laps caught him asleep. The final mile sprint of the evening was interesting as the three fastest riders contested the last twelve laps. It resulted in a victory for De Mara, with Williams a close second and Mitten third.

The score at the finish of the day's riding, a total of 40 hours, was as follows:

Walter De Mara, 814 miles 5 laps; Saxon Williams and James Hunter, 814 miles 3 laps; Worth. L. Mitten and Tommy Morgan, 814 miles 1 lap; Charles Stein, 814 miles; W. Palmer, 812 miles 9 laps; Albert Crebs, 801 miles 10 laps; Fred Wells, 764 miles 10 laps.

Kansas City, Mo., Sept. 24.—At the ending of the fourth day of the six days eight hours a day race in progress in Convention hall, the relative position of the riders remained unchanged. After riding eight hours yesterday De Mara still retained his lead of two laps over Williams and Hunter, and four laps over Mitten and Morgan.

The sameness of the contest day after day has made the race very uninteresting for any but the riders themselves. There is not the same dash and go that characterizes a team race and the light attendance after the first day probably has taught Manager J. M. Chapman a lesson and cost him a pretty penny. In a team race the constant shift of partners, and the interesting pickups that prevail give the spectators a run for their money. In a single man contest this element is conspicuous by its absence, as are the spectators.

In the vacuum like hall the big cry is "Get De Mara!" The way he is riding the

spectators might as well tell the riders to get the man in the moon. De Mara rides faultlessly and luck is with him. He has not been in an accident and he has not had a puncture, therefore has been more than a match for every sprint.

The race ended last night in a mile sprint that was the only feature of a featureless race. Hunter ground out a hard pace for seven laps when Stein jumped. He tried his hardest to go around De Mara, but the stocky westerner had plenty of reserve speed and won the extra prize that is offered for the final mile each day. The standing at the end of 32 hours was as follows:

Walter De Mara, 663 miles 9 laps; Saxon Williams and James Hunter, 663 miles 7 laps; Worth L. Mitten and Tommy Morgan, 663 miles 5 laps; Charles Stein, 663 miles 4 laps; W. Palmer, 661 miles 11 laps; Albert Crebs, 661 miles 6 laps; Fred Wells, 653 miles 7 laps.

Georget Again Wins the Bol D'Or.

Leon Georget, at the present time probably the best long distance bicycle rider in France, and who is well known in America, Sunday, September 19th, won for the third successive time the time-honored Bol D'Or race in Paris. The Bol D'Or is France's classic long distance human paced track race, its duration being 24 hours. This year's event was the 17th annual, and it marked the fourth victory for Georget, his first win having been in 1903. In the 24 hours Georget covered 845 kilometers 700 meters, a distance of 525.1 miles, or an average of 21.8 miles an hour. Herman Combes finished second with 807 kilometers 600 meters. Francois Lafourcade was third, and W. F. Ivy, the American negro, was fourth. The only other finishers were Germain, another negro, and Catteau. The showing made by Ivy was one of the features of the race as hitherto Ivy has not done anything remarkable since going to Europe last year.

Honors Scattered at Waukegan.

Three motorcycle races, two at 10 miles, were held at the Libertyville mile track at Waukegan, Ill., on the 26th ult. C. Olsen won the first 10 miles race in 11:59, with A. H. Whiting second, and L. Galitski third. The other was captured by J. S. Thorne. W. L. Walsh, Roy Yeoman and J. Blankenheim finished in that order. In the 25 miles, the feature of the card, Roy Yeoman showed the way. Emil Perkowski collided with Charles Ferguson in the 24th mile and sustained a bad cut on the leg. Ferguson had stopped, his machine having gone wrong, and Perkowski did not see him in time to avoid the crash.

C. R. C. of A. Cards 20 Miles Race.

Entry blanks are out for the 20 miles handicap road race, at Valley Stream, L. I., on Sunday, 10th inst., under the auspices of the Long Island division of the Century Road Club of America. It will be an open event for amateurs.

COLLINS WINS BIG RACE AT CLIFTON

Bedell Beset by Tire Trouble—Derosier an Easy Winner of Race Wherein Libby, the Outlaw, Bobs up.

For about the fourteen-hundred-and-eleventh time the old adage that "the race is not always to the swift" was demonstrated at the Clifton (N. J.) Stadium on Sunday afternoon last, 26th ult., when Elmer J. Collins, of Lynn, Mass., defeated George Wiley, of Syracuse; Peter Drobach, of South Boston, and Menus Bedell, of Newark, in a 25 miles motorpaced race.

Paced by Carl Ruden, Bedell, who now is riding in fine form, went to the front at the starting gun and reeled off ten miles so fast that he had the other riders panting for breath. The ten miles were covered in 13:35, which, although not a record, was the fastest time that ever has been made in a motorpaced race on the six laps Clifton saucer. At 12 miles Bedell had gained nearly a half lap on Collins and appeared to have the race well in hand when one of his tires blew up and he was forced to dismount.

Collins benefited two laps by Bedell's discomfiture, but the former Long Islander made a quick change and was overhauling Collins when a second blowup laid him low. In the 20th mile the rear tire on Turville's pacing machine went flat and Collins lost some distance, but not sufficient to materially alter the result. When Collins finished 25 miles Wiley was 5 laps behind and Drobach twice that number. Bedell quit at 14½ miles.

There was a large crowd in attendance and the meet was enlivened by the presence of a bevy of New York stage beauties who came over in two large touring cars. Someone dared Valeska Suratt to start the paced race, and after Referee Valentine had been approached and his permission obtained Miss Suratt fired the pistol. The local reporters were so dazzled by the refulgence of her beauty that they forgot to record that the theatrical "Gibson girl" almost had stage fright when the shooting iron was placed in her hand.

Although he was permanently ruled off the track by the F. A. M. two or three years ago, and so far as is known never has been reinstated, Wm. Libby, the Massachusetts professional and motorcycle outlaw, bobbed up and was allowed to compete in a five miles motorcycle race against Jacob Derosier, Carl Ruden and Bob Schultz. Derosier won the event about as he pleased after conceding a lap to each of the other riders. He allowed Ruden to stay in front until the last miles, when he cut loose and won by about 100 feet. The distance was covered in 5:07½, the fastest yet made on the track.

Had there not been so many falls the amateur events—three in number—might have been more interesting than was the

case. William VandenDries, of the New York A. C., won the half-mile handicap from the 10 yards mark, and Victor Anderson took the five miles scratch. A consolation race at 2½ miles, which was more of a joke than anything else, resulted in a little change for Warner Beck, of Newark, William Penn, a New York negro, getting second. The summaries:

One-half mile handicap, amateur—First heat won by Ren Hofkins, Paterson; second, Adam Beyerman, Mohawk A. C. Time, 1:02¼. Second heat won by Ivan Mishka, Russia; second, William VandenDries, New York A. C. Time, 1:00¼. Third heat won by W. Kaufman, Newark; second, R. B. Smith, Newark. Time, 1:02¾. Fourth heat won by W. Morton, Newark; second, J. B. Hawkins, C. R. A. Time, 1:02. Final heat won by William VandenDries (10); second, Hofkin (50); third, Hawkins (35); fourth, Kaufman (50). Time, 1:02¾.

Five miles scratch, amateur—Won by Victor Anderson, New York City; second, William VandenDries, New York City; third, R. Lazzi, Jamaica, N. Y.; fourth, Ren Hofkins, Paterson. Time, 11:43½.

Twenty-five miles motorpaced, professional—Won by Elmer L. Collins, Lynn, Mass.; second, George Wiley, Syracuse, N. Y.; third, Peter J. Drobach, South Boston, Mass.; fourth, Menus Bedell, Newark, N. J. Time, 35:42¾.

Two and one-half miles consolation, amateur—Won by Warner Beck, Newark; second, William Penn, New York; third, Theodore Weiss, Paterson. Time, 6:22¾.

Five miles motorcycle, professional—Won by Jacob Derosier; second, Carl Ruden; third, Bob Schultz; fourth, E. J. Libby. Time, 5:07¾.

Huyck a Triple Winner at Owls' Meet.

Taking a leaf from the methods used by other organizations, the Order of Owls of Chillicothe, O., held a mixed automobile and motorcycle meet on the 23d ult., and as usual the four motorcycle races proved decidedly more interesting to the large crowd than did the automobile contests. All of the events were won by out-of-town riders, Fred Huyck, of Chicago, scooping in three and Irwin Howich, of Dayton, annexed the other, which, with or without authority, was styled a five miles state championship. Huyck rode an exhibition mile in 1:08¼. The summaries:

Five miles open, for single cylinder machines not exceeding 3½ horsepower—Won by Fred Huyck, Indian; second, H. Martin, Indian; third, Irwin Howich, Indian. Time, 6:31½.

Five miles, state championship—Won by Irwin Howich, Indian; second, Tide Davenport, Indian; third, William Hurtt, Indian. Time, 7:31.

Five miles handicap—Won by Huyck, Indian; second, Martin, Indian; third, Howich, Indian. Time, 6:19.

Unlimited pursuit—Won by Huyck, Indian. Time, 2:21.

Exhibition mile by Huyck. Time, 1:08¼.

KRAMER "HUMPS" HIMSELF TO WIN

And the Championship Battle Again Turns in His Favor—Root Defeats Hehir in an Exciting Match Race.

With just one point separating them and only one more race to be run, and that tomorrow (Sunday), the fight between Frank L. Kramer and A. J. Clarke continues to retain the aspect of a neck-and-neck struggle for supremacy and the championship title such as never before has been witnessed in the history of bicycle racing in America. One week ago Clarke led Kramer by one point. As the result of last Sunday's meet held at the Newark Velodrome, Kramer has regained the upper hand and leads his Australian rival by one digit. To-morrow's race will decide the issue, and as the distance is to be five miles the chances appear very much in Clarke's favor. Still, a puncture or a fall may lose the championship for either rider.

In view of the close contest between Kramer and Clarke it goes without saying that the one-mile championship race was the feature of the afternoon's meet, and although the crowd was not so large as upon the occasion when Clarke, Kramer and Lawson met in their match, it was of sufficient magnitude to fill all the seats. Some of Kramer's friends gave a little gasp of alarm in the first heat when the champion appeared in danger of losing out to Krebs. At the last turn Lawrence had the pole and was traveling like a rocket, with Krebs next him, Kramer being in third position and on the outside. In the stretch Lawrence and Krebs widened, thereby making it harder for Kramer to go around. The champion made the turn, however, and nipped the Newark German on the tape. Fogler and West qualified in the second heat, and Clarke took the third heat from John Bedell, Lawson and Fred Hill getting the call in the fourth heat.

Krebs, West, Fogler and Kramer were in the first semi-final heat, and it was interesting because of the way Kramer tried to worry Fogler. Kramer's game was to suddenly stop on the back stretch, letting Krebs go ahead, Fogler, of course, holding on Kramer's wheel. In the last lap Kramer allowed Krebs and West to go to the front, drawing the finish just fine enough to come in second. Fogler, being third, was shut out, Krebs winning the heat. In the second heat Clarke did a little stalling in order to insure Lawson's qualifying.

Lawson had the pole in the final heat with Krebs, Clarke and Kramer next in line. Clarke immediately glued himself to Lawson's wheel, while Krebs dropped back of Kramer. With the race half over it easily was seen that the final issue would result in a battle between two teams. Krebs took Kramer to the front and Lawson, who was pulling Clarke, allowed them to remain

there for another lap. On the back stretch of the fourth lap Lawson jumped, and with Clarke on, the pair went around the Krebs-Kramer combination so easily that Kramer immediately disconnected from the Krebs caboose and decided to couple on Western Limited behind Clarke.

With Lawson and Clarke in front the crowd looked to see Clarke go out, but he didn't do that, and that is where he made his mistake. The reason may have been that he did not feel equal to the task of going an entire lap, for it was whispered around training quarters that Clarke had escaped the watchful eyes of Macfarland and broken training one day. At any rate, Clarke delayed his final sprint until it was too late. Entering the last turn Kramer humped his back. It is not every race that the hump appears in Kramer's back, but when it does it is a sure sign that something is going to happen. The Kramer hump is more reliable than any barometer, and so it proved this time. Clarke tried to evade the inevitable, but he was not strong enough and Kramer passed. Once he succeeded in getting around the race virtually was over. It was Kramer's victory, and the ovation that greeted the Jerseyman was a prolonged burst of enthusiastic cheering that lasted fully ten minutes.

Next to the championship race the match between E. F. Root, the blonde Massachusetts sprinter, and Patrick Hehir, of Australia, held the spotlight of attention. Root is a foxy rider, as crafty even as Joe Fogler, and Hehir has considerable to learn. If he goes through the forthcoming six days' race Hehir probably will have gained sufficient knowledge to defeat Root, for he certainly has the speed. The first heat was close enough to have merited a dead-heat decision, but the Newark judges have a practice of deciding in favor of the local man in cases of the sort. Hehir had the pole, and although Root made a stirring finish the spectators could not see that he won. When the judges, after considerable confab, decided to give the heat to Root the announcement was greeted with jeers. The second heat was easy for Root, as the latter knows how to manipulate his rear wheel so that it is next to impossible for any one to go around him on the last turn.

There were two other professional events on the card, so the "fans" certainly did not lack for variety. One was an unlimited pursuit, with six riders qualifying in four heats, and Clarke was expected to shine in this event. That he was off his feed was apparent, for John Bedell was ready to pass him at the ending of a mile when a puncture caused him to drop out. Fenn then went on after Clarke and passed him. The race finally narrowed to Fenn and Fred Hill, the former winning at 3 miles 1 lap.

The two miles profession invitation fell to Fred Hill, who had a handicap of 20 yards. Fred West finished second from 40 yards, while Alfred Halstead came in for third money. John Bedell got fourth from

scratch. Hugh McPartland, George Cameron, Ben Hill, Ernest Pye, Percy Lawrence and Fred West shared with lap money.

With Lawrence out of the field Jacob Magin and Ernest Jokus, the two best riders of the National Turnverein Wheelmen, do not have any trouble in winning amateur races. Magin took the handicap easily and Jokus doubtless would have shared the prize in the open race had not they fallen two laps from the finish. Maurice VandenDries won with "Candy" Hollister in second position. The novice race was won by J. Morrison, of Newark. There seem to be a number of Morrisons who are riders. The summaries:

One mile novice—Won by J. Morrison, Newark; second, Thomas Grimm, Newark. Time, 2:27½.

One mile National championship, professional—Won by Frank L. Kramer, East Orange, N. J.; second, A. J. Clarke, Australia; third, Iver Lawson, Salt Lake City; fourth, Floyd Krebs, Newark. Time, 3:42.

Two-thirds mile handicap, amateur—Won by Jacob Magin, N. T. V. W. (scratch); second, Louis Owens, N. T. V. W. (30); third, Joseph Passenger, Newark (scratch). Time, 1:21½.

One mile scratch, professional, between E. F. Root, Melrose, Mass., and Patrick Hehir, Australia. First heat won by Root. Time, 3:40. Second heat and match won by Root. Time, 3:37.

Two miles invitation handicap, professional—Won by Fred Hill, Boston (20); second, Fred G. West, San Francisco (40); third, Alfred Halstead, Sacramento, Cal. (69); fourth, John Bedell, Newark (scratch); fifth, Floyd Krebs, Newark (20). Time, 4:01½.

Five mile scratch, amateur—Won by Maurice VandenDries, New York City; second, E. J. Hollister, Salt Lake City; third, Joseph Passenger, Newark; fourth, Louis Owens, N. T. V. W.; fifth, Sherman C. Haberle, Plainfield, C. C. Time, 11:55. Lap prize winner—Otto C. Brandes, Columbia W.

Unlimited pursuit, professional—Won by W. S. Fenn, Bristol, Conn.; second, Fred Hill, Boston, Mass.; third, E. F. Root, Boston; fourth, A. J. Clarke, Australia; fifth, John Bedell, Newark, N. J.; Distance, 3 miles 1 lap. Time, 6:29.

Weishaar Takes the Lion's Share.

Ray Weishaar, of Wichita, was the star at the mixed automobile and motorcycle meet held at Hutchinson, Kan., on the fair grounds track on the 20th inst., winning four of the six motorcycle events. He bagged the five miles for twins in 6:31, and the ten miles for twins in 13:24. He earned a pair of tires by winning the pursuit from a field of seven, and rounded out his day's work by trimming an automobile in a two miles match, winning by a mile in 2:40. The mile slow race was easy for F. W. Johnson, on a New Era, with his two speed gear and free engine. Although the track was rough for motorcycles, but one accident occurred, when in the pursuit race Dan

Randall ran into the fence and smashed his machine. He escaped with slight bruises. Over 6,000 people attended the races, despite the threatening weather.

Five Races on Guttenberg's Program.

After a long period of disuse the old Guttenberg (N. J.) horse track, which has been converted into what is termed a motor-drome, will have its inaugural meet to try out the speed possibilities of the reconstructed course on Saturday, 9th inst., when a card of five motorcycle races will be held, under F. A. M. sanction. The headliner on the bill is a one-hour professional race with a cash prize of \$1 for every mile covered by the winner, 50 cents per mile to the second man and 25 cents per mile to the third, which is in the nature of an innovation. The track foundation is of stone, and as the soft top dressing used for horse racing has been removed, the surface, it is alleged, is equal to a new macadam road.

Fiasco Attends the Fiesta Races.

To top off the grand military review, illuminations, decorations, balloon ascensions, patriotic speeches, fireworks and other demonstrations incident to the independence day fiestas at Puebla, Mexico, on the 17th ult., a bicycle and a motorcycle race were carded, but the festivities had so affected the riders that all of the cyclists fell in a tangled heap and quit without finishing, while the motorcyclists butted into fences and each other impartially. Alfredo Ramirez managed to finish in the latter contest and was declared the winner.

Quartet Finish with Perfect Scores.

Out of 18 starters in what the Syracuse (N. Y.) Motorcycle Club styled a reliability run, and which occurred on Sunday, 26th ult., but four finished inside the time limit. The perfect score men were George W. Fenner, J. M. Gillespie, Percy L. Adams and M. R. Fell. The distance was 115 miles, the route being through Utica to Deerfield, returning by way of Rome. The allotted time including half an hour for lunch, was 5½ hours, based on a schedule of 23 miles an hour, which is away above the legal limit.

Gilfilen Cleans up at Concordia.

L. Gilfilen, of Beloit, riding an Indian, won both of the motorcycle events held in connection with the automobile meet at Concordia, Kan., on the 22d ult., the opening day of the Cloud County fair. He captured the ten miles race in 17:08½, and the three miles event for Indian machines in 7:24. A large crowd witnessed the meet.

Hutchins Wins at Lewiston Fair.

Earle Hutchins won both heats of the mile motorcycle race held at the Kennebec county fair at Lewiston, Me., on the 23d ult. He won the first in 1:48½, in a blanket finish with Joseph Smith, but finished an eighth of a mile ahead of Smith in the second heat. Time, 1:49.

MILWAUKEE'S MOTORCYCLE MEET

**Huyck, Fisher, Bernard and Other Speedy
Amateurs in Rivalry—Eleven Hard
Fought Events on a Fast Track.**

Although the owners of the Wisconsin state fair grounds declined to permit motorcycle racing during the progress of the fair when the ponies were using the track, they turned over their mile course to the Milwaukee Motorcycle Club on Saturday last, 25th ult., and the club "made good." It was its first meet, but a good crowd was attracted and proved enthusiastic, the program being varied and the sport interesting.

While the track was fast, and the finishes close, no remarkable time was made, the best mark of the day being $54\frac{3}{8}$ seconds, hung up by Fred Huyck in the time trials. Two accidents occurred, one of them being due to carelessness, which resulted in serious injury to the rider. He was R. G. Tubesing, a local man who was riding a Merkel twin; while warming up, he looked back while scooting along the back stretch at a 40 miles clip, and the machine swerved into the fence, throwing him 20 feet. He was taken to the hospital with several broken ribs and a compound fracture of one leg. The machine was wrecked. The other mishap also occurred in a workout, Oakley Fisher, the local crack, throwing his front tire on the backstretch while he was running close to 55 seconds per mile. When the tire came off, the machine became unmanageable and Fisher slipped off backwards before it went through the fence. He slid along on the track for several yards, but was uninjured, although the machine was so damaged that he could not compete again during the day.

The honors of the meet were about equally divided between the local and out of town riders. The feature event was the five miles state championship and was very exciting. Harvey Bernard, and S. Lacy Crolus (Harley-Davidson), got away to poor starts and Ralph Sporleder (Indian) led them by one-eighth of a mile the first time around. In the second mile Crolus got his stride and began to eat into Sporleder's surplus in big bites and finally passed him in front of the stand at the beginning of the third mile, with the crowd on its feet cheering wildly. Crolus continued to draw ahead, and won by an eighth of a mile. Time, $5:03\frac{3}{8}$. Bernard also overhauled Sporleder and finished second. Oakley Fisher, the 19 years old youngster who came into prominence recently through his achievement at county fairs, added to his laurels by winning the club championship in a lively tussle with Harvey Bernard. Alex Blankenheim (Thor) got third. The time was 5:11.

Fred Huyck (Indian), came out to do battle in the mile open for machines in the

30:50 cubic inches piston displacement class, and put up a winning argument against Bernard (Harley-Davidson). Sporleder (Indian) followed Bernard home. Time, $1:08\frac{3}{8}$. The novice, at three miles, was won by Charles Fisher (Harley-Davidson) in $3:54\frac{1}{8}$. W. E. Weidel (Excelsior) arrived second. Huyck and Bernard clashed again in the 10 miles free-for-all and although the local boy put up a good fight the Chicago midget, checked in first in 9:28, every mile being turned under a minute. Sporleder added another third to his credit. Oakley Fisher bucked up against Huyck in the five miles open, 30:50 class machines, but couldn't stay with the Windy



S. LACY CROLIUS (HARLEY-DAVIDSON)

City lad who won easily in $5:11\frac{3}{8}$. Sporleder was third again. The five miles handicap for private owners was won by Doogan (Harley-Davidson) in 5:57. Robert Schoof, on the same make, was second, and Sporleder still maintained his preference for third position.

Sporleder came into his own in the five miles for twins, private owners class, and took first, followed by J. A. Puls (Merkel). It took Sporleder $5:24\frac{3}{8}$ to do it. Alex Blankenheim (Thor), scurried away from Sporleder in the 10 miles for 30.50 machines, and kept hustling to the finish, where he was the first to arrive. Fisher (Harley-Davidson) came along third. The time, 11:31. J. S. Tormey (Thor) made his only venture of the day in the miss-and-out and connected with first place, after using up 8:22 for the seven miles. The summaries:

Three miles novice, single cylinder stock machines, 30.50 class—Won by Charles Fisher, Harley-Davidson; second, W. E. Weidel, Excelsior; third, Oscar R. Graf, Comet. Time, $3:55\frac{1}{8}$.

One mile open, 30.50 class—Won by Fred Huyck, Indian; second, Harvey Bernard,

Harley-Davidson; third, Ralph Sporleder, Indian. Time, $1:08\frac{3}{8}$.

Five miles handicap, club championship, stock machines—Won by Oakley Fisher, Harley-Davidson; second, Harvey Bernard, Harley-Davidson; third, Alex Blankenheim, Thor. Time, 5:11.

Five miles open, state championship; open to Wisconsin riders only—Won by S. Lacy Crolus, Harley-Davidson; second, Harvey Bernard, Harley-Davidson; third, Ralph Sporleder, Indian. Time, $5:03\frac{3}{8}$.

Miss-and-out race, single cylinder stock machines, 30.50 class—Won by J. S. Tormey, Thor; second, Oakley Fisher, Harley-Davidson; third, Harvey Bernard, Harley-Davidson. Distance, 7 miles; time, 8:22.

Ten miles open, 30.50 class—Won by Alex Blankenheim, Thor; second, Ralph Sporleder, Indian; third, Oakley Fisher, Harley-Davidson. Time, 11:31.

Five miles double cylinder stock machines; private owners—Won by Ralph Sporleder, Indian; second, J. A. Puls, Merkel. Time, $5:24\frac{3}{8}$.

Ten miles open, free-for-all—Won by Fred Huyck, Indian; second, Harvey Bernard, Harley-Davidson; third, Ralph Sporleder, Indian.

Five miles, open, 30.50 class—Won by Fred Huyck, Indian; second, Oakley Fisher, Harley-Davidson; third, Ralph Sporleder, Indian. Time, $5:11\frac{3}{8}$.

Five miles handicap, private owners—Won by Doogan Milbrath, Harley-Davidson; second, Robert Schoof, Harley-Davidson; third, Ralph Sporleder, Indian. Time, 5:57.

Mile time trials—Fred Huyck, Indian, first trial, $54\frac{3}{8}$ seconds; second trial, $54\frac{3}{8}$ seconds.

Lannza Wins for the Centenarios.

Rivalry between the Estralla, Hercules and Centenario bicycle clubs in Mexico City being very strong, a three-kilometer team race was held on the 16th ult, two men representing each club. Lanuza, of the Centenarios, won the event. In the 400 meters contest for Centenario members, which followed, Francisco Barreto won first prize. The club presented Lanuza and Barreto with gold and silver medals.

Nixon the Fastest on the Hill.

During the Dayton (O.) Motorcycle Club's Sunday run to Remington, on the 19th ult., the riders tarried awhile at the South Lebanon hill and held a climb for club members. Harry Nixon (Indian) took first honors, making the ascent in $0:32\frac{1}{8}$. The hill was five-eighths of a mile long, and the surface was covered with loose stones.

Oviatt Wins Three Bay City Events.

Three handicap bicycle races, at one, two and five miles, respectively, were run in connection with the 27th annual fair of the Bay County Agricultural Society, at Bay City, Mich., on the 17th ult. Oviatt, a local speed merchant, took all three from scratch.

BALKE BATTERS TANFORAN MARKS

Motorcycles Furnish the Real Sport at Mixed Meet—Novel Expedient to Qualify an Ineligible Machine.

Motorcycles played a large part in the mixed automobile and motorcycle meet which, strangely enough, was held by the Olympic Athletic Club at Tanforan track, San Francisco, Cal., on the 19th inst. Of the twelve events on the card, four of them were for motorcycles, and they furnished the best racing of the day. The excellent weather brought out over 4,000 people to the meet, and the management was up to the usual Olympic standard. The track was very dusty, especially on the turns, but this did not prevent new records for the course being made.

Charles Balke, riding a Merkel, made the fastest time of the day, in a mile time trial, when he circled the track in 0:54 $\frac{2}{5}$. Balke established new figures for the track from one to five miles in the five miles free-for-all twin cylinder class. He took the lead at the start, and held it all the way, turning the distance in 4:45. W. G. Collins (Indian) was the runner up, and A. Chelini (Thor), who got away to a bad start, arrived third. Collins swept ahead like a cyclone in the five miles for stock twins, and cantered home an easy winner in 5:08. H. Sorensen (Curtiss) punched the clock for second, and A. W. Green (Thor) took third.

A peculiar situation arose at the lineup of the candidates in the five miles single cylinder event. There were several eleventh-hour entrants, among them being A. Kohle, who had a machine with open ports. In an effort to make the machine eligible a new and novel style of port band was introduced, a leather bookstrap being wrapped around the openings in the cylinder. How long this would last when exposed to the flame of the exhaust is obvious. Chelini also had a Thor with auxiliary exhaust ports, but made no effort to cover them. Starter Carroll discovered these machines with ports before the start and tabooed them. The field got away with Collins in the lead, but Young on the Merkel caught and passed him and the crowd cheered, but too soon, as Young had plug trouble and quit, leaving Collins in front. He went out immediately after Young, his engine sprocket coming off. Sullivan, Perry and Gunn furnished the remainder of the going and finished in that order. The time was 7:04. At the start the five miles open for singles promised to be an interesting fight between Heine and Chelini. They ran neck and neck for one lap, when plug trouble caused the former to retire. Chelini stayed in front the rest of the way, and tripped home in 5:22. Eichelberger (Thor) beat out Collins (Indian) for second.

The summaries:

Five miles, twin cylinder stock machines—Won by W. G. Collins, Indian; second, H. Sorensen, Curtiss; third, A. W. Green, Thor. Time, 5:08.

Five miles, single cylinder stock machines—Won by M. J. Sullivan, Thor; second, L. Perry, R-S.; third, C. A. Gunn, Indian. Time, 7:04.

Five miles, single cylinder open—Won by A. Chelini, Thor; second, E. D. Eichelberger, Thor; third, W. G. Collins, Indian. Time, 5:22.

Five miles, free-for-all—Won by Charles Balke, Merkel; second, W. G. Collins, Indian; third, A. Chelini, Thor. Time, 4:45.

Picturing a Motorcycle "Explosion."

What a newspaper artist really can do when given free rein for his imagination and a vague idea to work upon, aptly is il-



lustrated by the accompanying picture. It shows the supposed fate of a competitor at a recent meet of the Detroit Motorcycle Club. It purports to reveal the exact condition of affairs at the instant when, as was stated by the Detroit News, the cylinder of the competitor's machine "exploded." According to the artist's viewpoint, the luckless rider was shot to heaven amid a burst of flame, while the fragments of his disintegrated mount were scattered to the four winds, to the intense horror of the spectators. What actually happened in this particular case was that the rider's machine skidded on a turn and threw him.

Motorcycle Race Program for Texas Fair.

Motorcycle racing is to form a part of the track sports which will be held in connection with the State Fair at Dallas, Tex., October 28-30. Six events are carded, cash prizes being offered in each of them. In addition to having no apparent idea of amateurism the Texans seem to possess queer notions about records, one of the events being constituted of trials for the mile record, in which, according to the program, each competitor will perform a two miles whirl, the fastest mile of which will count.

BALTIMORE CLUBS IN A HANDICAP

Blossom Captures First Place, While Weber Wins Time Prize—Carroll Cyclers Strong in Road Contest.

Eleven miles of the Johnny Cake, Rolling and Old Frederick roads outside Baltimore, Md., were burned by the contestants in the big handicap road race conducted by the Carroll Cyclers, of Baltimore, on Sunday, 26th ult., and over 3,000 spectators gathered along the line and at the finishing point to see the battle. Lyell Blossom, of the Lafayette Wheelmen, with 6 minutes handicap, was the rider they first sighted coming toward the tape; he was hotly pursued by three of the 5-minute men, but he held enough up his sleeve to hold his advantage to the end. The next four to arrive all were Carroll Cyclers, after which the succeeding six places were landed by riders from other clubs, including the Crescent Bicycle Club, the Cyclone Cycle Club and the Highland Wheelmen. Of the four remaining prizes, three went to Carroll men and one to a Highlander.

From scratch, C. C. Weber and W. H. Helfrich, of the Carroll club, took first and second time prizes, respectively, but the handicaps were too much for them to overcome, and fourteenth and fifteenth positions were the best they could get in the place awards. There was no sixteenth prize, and consequently T. S. Taylor, of the Crescents, who made a great ride from scratch and won third time prize, was shut out from taking home two presents.

The riders and the results were as follows:

Name.	Handicap.	Time.
1 Lyell Blossom	6 Min.	36:35
2 F. Shallenberger	5	35:50
3 Charles Mayer	5	36:15
4 John Ruhl	5	36:15
5 Albert Heiland	4	35:30
6 J. W. Trost	5	37:00
7 John Wills	5	37:15
8 H. Kamman	6	38:30
9 F. M. Sanborn	6	38:45
10 W. W. Shaw	4	36:45
11 Thomas W. Baker	3	36:00
12 J. Hernick	8	41:15
13 Fred Marx	7	41:00
14 C. C. Weber	Scratch	34:05
15 Wm. H. Helfrich	Scratch	34:07

Time Prize Winners.

1 C. C. Weber	Scratch	34:05
2 W. H. Helfrich	Scratch	34:07
3 T. S. Taylor	Scratch	34:09

Motorcycle Events Carded at Newark.

Following close on the heels of its recent successful meet at Olympic Park, Newark, the New Jersey Motorcycle Club is planning another speed menu to be served at the same place on the Sunday, 10th inst., as a feature of the Essex County fair. It will be an open meet and the card will be made up with a view to drawing the amateur champions.

SIX DAYS RACE SHRINKS IN RAIN

Five Teams Start for Long Grind at Brighton Beach—Contest Called Off at End of 12 Hours.

The Bicycling World's prediction that a heavy "frost" would fall at the Brighton Beach (N. Y.) track at midnight of Sunday last, 27th inst., or shortly thereafter, were fully verified. After strenuous effort and lively whistling to keep up their courage, the professional promoters who concealed themselves behind the title Motorcycle Contest Association, a purely imaginary organization, finally started their ill-starred and untimely six days amateur team race a few minutes after the Sabbath had waned.

Although the indications of a "frost" had been plain for many days previously, the coin-chasers had persuaded themselves that at least a considerable part of the great throng that attends the annual six days indoor bicycle race and the 24 hours automobile events would reward their endeavors, but when the race started there were about 200 shivering spectators in the immense grandstands and the dawning of day did not materially increase the number. Rain mercifully put an end to the farce a few hours later and possibly no one was more thankful for the excuse to end it than the promoters.

The teams that started were made up as follows: New York, A. G. Chapple, W. F. Robinson and W. H. Wray; Harlem, L. H. Guterman, W. L. Coursen and Fred Mercier; Brooklyn, Owen Devine, Frank Ericson and E. M. Sullivan; Flatbush, J. H. Bennett, John Blades and V. J. Lind; Bedford Park, Alfred Canfield, Frank Aue and Arthur Lundberg. The other four teams said to have been entered did not start. The first named man on each team started the race. Although injured in practice before the start Chapple did most of the riding for his team in the first hour and covered 56½ miles. However the New York team were docked three miles for allowing two of its men on the track at the same time for more than three laps. At the end of the first hour the scores were New York, 53½; Harlem, 53; Brooklyn, 46; Bedford Park, 42; Flatbush, 22. About 2 a. m. a chain broke on Wray's machine, while he was on the back turn and he went through the fence while clipping out a mile a minute.

He was badly shaken up and the spill cost his team four miles.

The Harlem team led at the end of the third hour and were tied with the New York team at the end of the fifth, with 209 miles each. In the next hour the Harlem team gained six miles on the New Yorks, which the latter reduced to two in the sixth hour. At that time the race was stopped for two hours, as per schedule, to permit the track to be repaired. When the race was resumed at 8 o'clock, Guter-

man, of the Harlem team skidded coming into the stretch the first time around and was thrown into a sand bank. He walked to his tent unhurt. The Brooklyn team quit at the end of the fifth hour, both of its machines being hopelessly out of commission. At the end of the tenth hour the score was: New York, 525; Harlem, 509; Bedford Park, 449; Flatbush, 249. The weather had been threatening almost from the start, and rain began to fall in the early morning. It continued falling all forenoon and falls were frequent. At 1.50 p. m. Monday, after nearly 12 hours of riding, and when all the riders had left the track, the farce was called off. The final score was: New York, 599; Harlem, 580; Bedford Park, 514; Flatbush, 291.

New Life in F. A. M. Western District.

The first step toward the reconstruction and re-establishment of the Western District of the F. A. M., which after the resignation last year of the presiding vice-president was permitted to become almost wholly disorganized, was taken at a meeting of the district members held in the rooms of the Indianapolis Motorcycle Club on Sunday last, 26th ult. With the new vice-president, Charles Wyatt, in the chair, rules and regulations similar to those governing the Eastern District were adopted. They will supplant the alleged constitution and by-laws adopted last year, and which were in direct conflict with those of the parent body.

At Sunday's meeting, the Indianapolis club betrayed no timidity in appropriating all of the district offices. Vice-President Wyatt himself is a member of the organization, and on Sunday two others, J. C. Rickerts and C. F. Ball, were elected treasurer and secretary, respectively. No other business of importance was transacted, although one of the Cincinnati members advanced the suggestion that Kentucky should be transferred from the Southern to the Western District because several of the members of Cincinnati clubs live across the river in Kentucky, and because others who work in Louisville actually reside on the opposite shore in Indiana. No action, however, was taken on the suggestion.

Perreault Again Fails to Break Record.

Fred I. Perreault, of Malden, Mass., did not break Joe Noe's record of 20 hours from New York's city hall to the corresponding building in Boston, on Sunday last, 20th ult., as he had anticipated. It was not Perreault's fault, however. He left New York City at one minute past midnight Saturday, accompanied by Charles Dusel, Joseph Noe, Charles Hausenbauer and Ernest Ball, the last named being of Boston. Hausenbauer and Noe went as far as Bridgeport, and Dusel as far as Meriden, where Perreault abandoned the attempt because of the strong head wind encountered. It was just as well that he stopped at Meriden, for an hour later the rain came down in torrents and would have made fast progress impossible.

AROUSING THE EASTERN DISTRICT

Vice-President Wilber Takes Hold of F. A. M. Affairs with a Vim—State Commissioners Spurred to Work.

The Fall meeting of the Eastern District of the F. A. M. will be held in Springfield, Mass., on Saturday, October 16. The district secretary, B. A. Swenson, is now preparing the call for the meeting, at which a district secretary and a district treasurer will be elected. It is probable that on the same day a district championship will be held on the Stadium track.

C. C. Wilber, the new vice-president of the district, has taken hold of affairs with splendid energy and gives every indication of proving himself the most aggressive and effective vice-president any district of the F. A. M. ever has possessed. He already has given several states a shaking up by appointing new commissioners wherever the former incumbents have proven to be non-workers. To date but two of the old commissioners have been re-appointed, viz.: W. F. Mann, of Massachusetts, and E. M. Estabrook, of Maine. Among the new state commissioners selected are the following: For New Hampshire, Harry G. Dean, of Keene; Vermont, N. B. Ober, Bel-lows Falls; Connecticut, George W. Baker, Hartford; New Jersey, A. J. Sicard, Hackensack; Pennsylvania, A. G. Schmidt, Sharpsburg. In all of the other states represented in the district, other than those named, Mr. Wilber is seeking new men to replace the present incumbents.

Vice-President Wilber has given all of his appointees to understand that they are expected to "do things." Among other things, he has stipulated that there must be appointed local commissioners in every city or town in their respective states which are represented on the F. A. M. roll. To assist their work, he has formulated an embellished certificate of appointment for local commissioners, which is to be signed by himself as presiding vice-president, and by the respective commissioners.

Motorcyclists in German Manoeuvres.

For the German manoeuvres in Wurtemberg from September 12th to 17th, no fewer than 120 motorcyclists were engaged. For their services they received \$6 per day as compensation, with third-class railway fares and free transport of machines to and from home, and, in addition, all the members of the corps are insured against all contingencies.

Derosier Defers Attack on the Clock.

Jake Derosier did not make his attack on the 24 hours motorcycle record at Springfield, Mass., on Saturday last, as planned. But the record breaking bee still is buzzing in his bonnet.

FROM THE ALPS TO THE LOWLANDS

Chadeayne and Webster Continue Their Motorcycle Tour—Following the Rhine Under Ideal Conditions.

"At last we have reached Holland, after a long trip through the Alps and down the Rhine," writes W. C. Chadeayne, the Buffalo (N. Y.) wanderer. "While it is possible to outline our route, no one who has not seen it could get an idea of the grandeur of the scenery. We spent hours and hours climbing mountains—real mountains at that. In one pass we climbed 1,400 kilometers and the little Greyhound did it, too, without making unnecessary fuss, although Dr. Webster and myself sometimes stopped and let our motors cool. I have experienced some tire trouble, but practically no motor trouble, although we are averaging 100 kilometers a day and going all the time.

"Certainly we have been covering ground, as we have traveled from 2,500 to 3,000 miles, enjoying every one of them. We have stopped at all the places of interest in Switzerland. We tarried at Neuchatel, Luzern, Interlaken, Bern and Zurich before we reached the Rhine. This great river we followed to Cologne, stopping at Basel, Freiburg, Baden-Baden, Strassburg, Karlsruhe, Heidelberg, Mannheim, Worms, Mainz, Bingen, Coblenz and many other places of interest. One has to make the trip on a motorcycle under ideal conditions really to appreciate the famous river with its castles and ruins.

"In addition to Holland, we shall do Belgium thoroughly before sailing for Scotland. We expect to cross Scotland, stopping at various points that are worth seeing, then shipping to Ireland and taking in the western coast. From there we shall go to Liverpool to sail for the States, probably riding home from Boston on our machines.

"Barring a skinned knee which I received near Mannheim, we are both in good condition. The injured knee is the result of my getting mixed up with a German dachshund. Both my Greyhound and Webster's Pierce 'four' are running in fine shape and we have not yet found it necessary to send for the spare parts which we left in England, although I am wearing a long, heavy rawhide patch on my front tire and could use another tire very nicely.

"At Cologne we received our mail, and with it I drew four copies of the *Bicycling World*. They looked a damned sight better to me than some of those famous old ruins we passed along the Rhine."

Where England Obtains Its "Petrol."

Despite long continued efforts to develop a substitute for gasoline, or "petrol," as the equivalent of the American fuel is called, Great Britain still evinces a growing demand for the imported product. Several companies have been organized during the

past few years for the manufacture of motor fuel from gas house residue, and from native materials, such as peat and Scotch shale. Nevertheless the demand for petrol, which is wholly imported, continues to increase. This fact is shown by figures recently issued from official sources which give the total volume of importations of motor spirit for the six months ending June 30, 1909, as 32,000,000 gallons. This was no less than 12,000,000 gallons in excess of the amount consumed during 1908 for the corresponding six months, and 17,000,000 more than were required for the same period in 1907. Fully 50 per cent. of the total supply is received from the Dutch Indies, but the United States is a good second, having supplied about 10,000,000 of motor spirit during the first half of the current year, or 8,000,000 more than last year.

Motorcycle Tour Toward a Pastorate.

A trip which is likely to give him a fund of experiences to draw upon for his future sermons and Sunday school talks, is being undertaken by S. J. Mathieson, a graduate of the Bible College at Drake, Ia., who has just set out from that place for London, England, where he will join Barton Haggard, also of Drake, in a motorcycle tandem trip across Europe before going to New Zealand, where Mathieson has a pastorate. The two will use the machine in New Zealand until Haggard brings it back with him via San Francisco, and as the difficulties of New Zealand travel are many "experiences" are practically assured.

Bay City and New Century to Race.

Old and bitter rivalries are to be fought out, on October 17, at the Park Stadium, San Francisco, Cal., when the New Century Wheelmen endeavor to humble the Bay City Wheelmen in a 50 miles bicycle race. It will be the third meeting of the two clubs in a race of the kind. The first was won by the New Century team in 1906, while in the following year the Bay City riders were the victors. Since then the Bay City has been hurling periodical defis at the New Century club, until the latter suddenly accepted the challenge and named October 17 as the day.

Motorcycle Cop Proves His Value.

Although Chattanooga, Tenn., has only one motorcycle policeman, who was added to the force during the summer, he already has proved more than worthy of his hire. Unlike his brethren of the larger cities, his duties are not confined to chasing speeding automobiles, but are of wide range. During the month of August, for instance, the official reports show that he answered 143 calls and made any number of runs. Over 1,500 miles were traveled by the machine at a total cost to the city of \$3.75 for the month.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

CAN'T RIDE AGAIN FOR SIX YEARS

Astounding Probation for Oakland Youth Given to "Borrowing" Motorcycles—Prison Term the Alternative.

When a few weeks since a remarkable example was set by the judge of the Los Angeles (Cal.) juvenile court in prohibiting two youthful motorcycle scorchers from riding a machine within the court's jurisdiction for a year, the unusual nature of the sentence attracted no little attention as a development of the probationary system, but the idea, in a transplantation further north to Oakland, in the same state, has been applied with vigor which makes the Los Angeles sentence appear mild. The Oakland culprit has been forbidden to ride his own or any other motorcycle for a period of six years. Judge Brown was the Solomon of the occasion and Edward Barrett, 19 years old, is the youth on whom his judgment falls. If Barrett violates it he goes to jail.

Barrett has been in trouble on several occasions, once for riding a machine without a license, again for violating the speed laws and finally for "borrowing" a motorcycle without the owner's knowledge or consent. The mount he took belonged to Charles Butler, and on it he made a swift trip to Fresno. There he ran short of funds and was at work when arrested for the theft of the machine. He pleaded guilty to the charge of grand larceny and the judge decided that the only sure preventive for keeping Barrett out of motorcycle difficulties was to stop him from riding at all. Barrett therefore was put on probation, on the condition that he stay off motorcycles for the six-year period. If he be caught indulging in a ride he will go to prison for an extended term.

Bicycle Tour a Health Restorer.

It is not often that a man and his wife participate in a really long cross-country bicycle tour, a fact which serves to make notable the journey in which Mr. and Mrs. Will D. McTyre are now engaged. They left their home in Rockford, Ill., on June 29, and since, by gentle stages, they have been nearing their destination, Sharon, Pa. The tour was undertaken for the benefit of Mrs. McTyre's health, and when it was decided to substitute Nature's remedy for manufactured pills and nostrums the couple decided to go about it properly. They carried a tent on their bicycles, and whenever the country and weather permitted they camped out at night. The effect of the exercise, outdoor life and change of scene has proven of great benefit to the lady as well as adding greatly to the pleasure and experiences of both. On their long journey Mr. and Mrs. McTyre have been accompanied by their shepherd dog, which has trotted behind or beside them all the way.

F. A. M. NEW COMPETITION RULES**Full Text of the Code as Adopted at the Annual Meeting—Many Changes in Conditions for Race Meets.**

The revised competition rules of the Federation of American Motorcyclists, which were adopted at its annual meeting in Indianapolis in August last, and which became effective Sept. 14, made their appearance in book form this week.

Apart from the new classification of competitors, which was preceded by so much turmoil, the rules require considerable alteration in the conduct of race meets. Promoters now are required to include in their programs a novice race, an event for private owners and one for non-winners; the foul line has been extended from 20 to 30 feet; official referees must be employed, and their services paid for; amateurs are forbidden to change machines in the course of a race, and without special permission the same machine cannot be used by different contestants at the same meet. The definition of a stock machine has been made more specific, and by ruling out any machine in which the frame or engine has been altered in any way, which includes the boring of auxiliary port holes, there hereafter should be less contention on that vexed point. The matter of records also has been simplified by the wiping out of the standing start records above one mile by recording the intermediate distances above 25 miles in multiples of five only. The creation of the kilometer distance adds a new record to the list and offers an opportunity for some one to obtain that new honor before snow-fly.

Road contests are little affected by the new rules, the most important change they effect being to increase the minimum weight of contestants from 125 to 135 pounds.

By some oversight, one of the articles adopted at Indianapolis has been entirely omitted from the printed draft of the rules—the one requiring that all competitors be members of the F. A. M., which was substituted for the former registration rule.

The rules in full, as printed, are as follows:

Article 1.**General.**

Section 1. The following rules shall be known as the Competition Rules of the Federation of American Motorcyclists.

Sec. 2. All open motorcycle competitions in the United States of America must be conducted under the rules and with the sanction of the Federation of American Motorcyclists, and it shall be conspicuously stated on the entry blanks, announcements, programs and other official notices that they are being so held.

Sec. 3. Every club or organized body of persons, or promoter and every competitor shall be presumed to be acquainted with, and shall submit to, and be bound by, these rules and by any rules or regulations which may be issued by the Competition Com-

mittee, or by the promoter holding the meet, provided that any such rules or regulations shall be supplementary to, and shall in no way supersede these F. A. M. Competition Rules.

Sec. 4. Any communication required by these rules to be made to the F. A. M. or any other communication regarding motorcycle competition as affected by these rules, shall be made to the Chairman of the Competition Committee.

Article 2.**Sanctions.**

Section 1. No open motorcycle competition, exhibition, or record trial shall be held without a sanction from the F. A. M. Application for such sanction should be made to the Chairman of the Competition Committee. Sanctions are non-transferable and non-assignable.

Sec. 2. The application for a sanction shall be accompanied by a fee of two dollars (\$2.00) for each day the contest, exhibition or record trial is to be held, or one dollar (\$1.00) per day if the motorcycle events, not exceeding two in number, form a part of the program with other sports. Every application shall state plainly the name and address of the promoter, the character of the contest, exhibition or record trial, the date desired, the course to be used, the amount of the entry fee and the character and value of the prizes. Withholding any of the above information may be deemed sufficient cause by the Chairman of the Competition Committee for not issuing a sanction.

Sec. 3. Application for a sanction should be in the hands of the Chairman of the Competition Committee at least ten days in advance of the date set for the meet. Application made at a later period must be accompanied by double the fee specified in Section 2 of this article. The referee or other representative of the Competition Committee may declare a meet off and prevent the competitors from riding if the sanction is not actually in his hands at the time set for the opening of the meet. In which case the promoter must return all entry fees.

Sec. 4. At the request of any official of a meet, or any competitor, the promoter shall be obliged to exhibit either immediately before a meet, or at any later time, the official F. A. M. sanction. In order to facilitate this being done during the meet, the sanction must be in the hands and on the person of the referee of the meet at the time such meet is in progress.

Sec. 5. After a sanction has been issued no change in any of the details required to be set forth in the application shall be made, save by permission of a member of the Competition Committee, or its official representative.

Sec. 6. No sanction shall be issued to permit women to operate motorcycles either in speed contests, or exhibitions, or which shall permit them to appear as passengers on machines engaging in speed contests or exhibitions or to compete in endurance contests. Women may ride in contests other than speed or endurance contests such as reliability or economy runs.

Sec. 7. If any event is to be run on the road the Competition Committee may require the evidence of the permission of the proper legal authorities before or after issuing the sanction.

Sec. 8. No betting shall be permitted at any contest or exhibition sanctioned by the F. A. M. It shall be the duty of the promoter to see that this rule is strictly enforced.

Sec. 9. Sanction may be refused or suspension meted out to any promoter, track owner, or lessee who may transgress these Competition Rules, or who may permit an-

other to transgress them at a meeting under his management or on his property.

Sec. 10. The Chairman of the Competition Committee may refuse a sanction without assigning any reason for such refusal.

Article 3.**Announcement and Program.**

Section 1. The announcement of a meet by a promoter must be made at least ten days before the date set for the meet. Such announcement shall contain the following information:

(a) A statement that the meet is to be held under the rules and with the sanction of the F. A. M.

(b) The place where the meet is to be held, with the date.

(c) The character and size of the track if a track meet.

(d) The nature, classification and description of the proposed events.

(e) The itinerary in case the contest is to be held on the road.

(f) Full particulars of the prizes offered for each event.

(g) The amount of entry fee for each event and whether returnable.

(h) The place at which entries will be received.

(i) The time when entries close, as well as the extra charge made for post entries, if such charge is to be made.

(j) Particulars as to where programs can be obtained.

(k) The names and addresses of the promoter, and so far as practicable the names of the officials who will preside at the meet.

(l) Whether flying or standing start in each event.

Sec. 2. If a program is to be issued, it shall be ready for distribution at least 24 hours before the time announced for the opening of the meet. The distribution of the program may be either free or otherwise. This program shall be plainly marked "Official Program" on the face thereof, which program shall contain in its final form the information required to be given in the announcement of the meet and outlined in section 1 of this article. The program shall also contain the particulars of the entries for each event, the name of the rider, the name of the machine, the piston displacement of the engine, the identification number of the competitor and the handicap, if any.

In addition to the above information, Article 5, of these competition rules entitled "Classification of Competitors" shall be printed in full on the program in such a position as to precede the actual announcement of the various events of the meet.

Sec. 3. No alterations in the supplementary regulations governing the meet, or in any part of the official program, shall be made without the consent of the referee of the meet.

Article IV.**Entries.**

Section 1. Upon receipt of a sanction the promoter shall prepare entry blanks containing the following details:

Signature of rider.

Address of rider.

F. A. M. membership number.

Date membership expires.

Name of machine.

Are you a private owner, trade rider or professional?

Number of motor.

Bore and stroke.

Piston displacement (See last page of these rules).

Number of cylinders.

Rated horsepower.

Type of transmission.

Weight of machine ready for road or track.

Weight of rider.

In addition to the above information, Article 5 of these Competition Rules entitled "Classification of Competitors" shall be printed in full on each application blank.

Penalty for incorrect or misleading replies or omissions, one year's suspension; for fraudulent entry, or for competing under a false name, indefinite suspension.

This entry blank shall bear on its face the words: "Under the rules and with the sanction of the Federation of American Motorcyclists." In case an entry blank does not bear such inscription, it shall be the duty of the entrants to inquire of the promoter or referee and to fully satisfy themselves of the character of the contest before competing.

Sec. 2. Promoters shall exact payment in advance for all entry fees, or suffer any loss that may accrue from failure to do so.

Sec. 3. In events restricted to stock machines, no machines will be allowed to compete where

(a) the bore or stroke of the engine has been enlarged;

(b) the engine has ever been provided with auxiliary exhaust ports, unless such arrangement is catalogued and regularly sold as applied to touring motorcycles.

(c) the compression has been altered in any way;

(d) the engine or frame has been subjected to any other alteration from that catalogued and regularly sold.

Mufflers shall not be removed on road events, with the exception of road races and hill climbs; in all other events mufflers may be removed or cut-outs opened.

Sec. 4. No entry shall be accepted unless all the details required to be set forth in entry blank are complied with. The acceptance of an entry under other conditions may be deemed cause for the refusal of a subsequent sanction to the offending promoter.

Sec. 5. Promoters may program any character of contest not conflicting with these rules. On the occasion of track races, the program, if it shall consist of more than three events, shall contain at least one event for private owners and a novice race or a race for non-winners, it shall be the duty of the referee to satisfy himself that the course is safe for high rates of speed and also to require novices or riders unknown to him singly to demonstrate their ability safely to negotiate the track on the machines which they are entered to ride. In case of doubt of such ability on the part of any rider, the referee may require the promoter to reject the entry of such rider and return his entry fees.

Sec. 6. For the use of officials, it shall be the duty of promoters to provide the necessary badges, two tapes of ample width and length to denote the starting and foul lines on the track; a pistol and a white and red flag for the starter's use; and two megaphones. Promoters shall provide also a sufficient number of policemen or marshals, to keep the track, rails, and fences clear of spectators, and otherwise to insure safety.

Sec. 7. Within one week after the conclusion of a meet the referee shall file with the chairman of the competition committee a signed copy of the program which shall give the names of all starters and the positions of the prize winners. And in case of a claim for a record the referee shall file with the Chairman of the Competition Committee a certified statement as to the technical and actual correctness of the record claim. Furthermore, in the case of such record claim the certificate of a competent surveyor certify as to the correctness of the length of the track measured 18 inches from the pole, must accompany the referee's report.

Article V.

Classification of Competitors.

Section 1. Three classes of competitors shall be recognized—private owners, trade riders and professionals.

Sec. 2. A private owner is an amateur who, since the adoption of these rules, has never engaged in motorcycle competition or exhibition as a trade rider; who actually owns the motorcycle used in competition; who is not connected in any way, either directly or indirectly, with any person or firm that manufactures, assembles, sells or repairs motorcycles, motor vehicles or internal combustion engines, or who operates them as a trade or profession; who has never received, either directly or indirectly, any compensation whatsoever for engaging in motorcycle competition or exhibition; who has never knowingly competed in any sport against a professional; or who has never sold or otherwise realized pecuniary benefit from a prize.

Sec. 3. A trade rider is an amateur who is connected, either directly or indirectly with a person or firm that manufactures, assembles, sells or repairs motorcycles, motor vehicles or internal combustion engines, or who operates them as a trade or profession; who has never competed for cash, whether in the form of prizes, wagers, gate receipts or appearance money; who has never knowingly competed in any sport against a professional; who has never sold or otherwise realized pecuniary benefit from a prize; or who for any other reason is not eligible as a private owner.

Sec. 4. A professional is one who has competed for cash, or who has otherwise violated the above rules applying to a private owner or a trade rider.

Sec. 5. A trade rider who has severed all connection with the trade, and who for six months previous to his application for reinstatement has had no connection, either directly or indirectly, with the trade may be placed in the private owner class by unanimous vote of the competition committee.

Article VI.

Machines Eligible.

Section 1. No motorcycle having an engine exceeding 61 cubic inches (1,000 cubic centimeters) piston displacement shall be used in any meet sanctioned by the F. A. M.

Sec. 2. The referee shall have absolute power to prohibit the use of any machine which he considers unsafe, unsuitable, or of improper construction. A machine not equipped with a brake or brakes shall be deemed unsafe and unsuitable.

Sec. 3. No change of machines during an event will be allowed in any meet sanctioned by the F. A. M. except in professional track events.

Article VII.

Competitors.

Section 1. In any meet no person shall ride more than one machine in any one event and the riding of each machine must be performed by the same person throughout. In no case shall the rider be changed after the publication of the program, without special permission of the referee of the meet.

Sec. 2. No advertisement or trade sign of any nature whatsoever shall be carried on the person of, or be distributed by a private owner when riding in competition or exhibition.

Sec. 3. Every competitor shall, whilst competing, carry a number corresponding with his number on the program. Two copies of this number shall be provided by the promoter, one copy for display on the front of the machine or rider, and the other for the rear.

Sec. 4. No competitor shall be permitted to ride unless properly attired. Long trousers, without leggings, shall not be considered suitable attire.

Sec. 5. Competitors may resort to pedalling at any time, unless the contrary is stated on the entry blank or program, but a rider must cross the finish line under power in order to be considered as having completed the contest.

Sec. 6. It shall be the duty of the leading rider to hold the pole as nearly as may be practicable. A contestant overtaking and passing another must pass him on the outside, unless the rider in front shall be so far from the pole as to render it safe to pass on the inside; but he shall be held responsible for any foul that may result. After having passed on the outside, a competitor shall not take the pole, or cross in front of the competitor passed, unless a lead of a full length has been established, under penalty of disqualification.

Sec. 7. Turning the head to look backwards in the course of a track race may be deemed cause for disqualification.

Sec. 8. In road contests, the rules of the road shall apply, and the overtaking rider should give proper signal by bell or horn.

Sec. 9. As a signal to the riders, denoting the beginning of the last lap of a race, there shall be displayed by the starter a white flag; and to denote the finish, a red flag.

Sec. 10. Any competitor leaving the course shall only continue the contest from the point where he left the course.

Sec. 11. Under no circumstances, and not for any purpose whatever, shall any person, at any time, be permitted to ride a machine in the wrong direction of the track; i. e., other than with the left hand toward the pole. For committing such an offense, a referee must reprimand and may suspend any entrant for the entire race meet, or cause his ejection from the grounds, or the ejection of any other person guilty of such offense.

Sec. 12. In competition through localities necessitating a reduction of speed, competitors must comply with the law. Any competitor disregarding such speed ordinance shall be liable to penalization.

Article VIII.

Starts.

Section 1. All track contests shall be run with the left hand of the rider towards the pole.

Sec. 2. Starts may be either standing or flying. Due notice of the method of starting should be given on the program, but if this is not done, a standing start shall prevail.

Sec. 3. All standing starts shall be from a push-off. Under penalty of disqualification of the rider affected, pushers-off shall not overstep the foul line, which foul line shall be placed 30 feet from the starting tape, and there shall be no recall or restart—save by agreement in match races—after all contestants shall have passed the said foul line. In handicap races, there shall be no recall or restart. But when, in any race, any rider who, in the judgment of the referee, may have suffered failure to properly start through no fault of his own, or of his machine, or pusher-off, he may be permitted to start (1) in a succeeding heat; or (2) in the final, if a heat or final remains to be decided. Competitors shall not be permitted to employ the services of more than one pusher-off.

Sec. 4. When, in the event of a flying start being employed, any competitor shall be responsible for repeated false starts, the referee may require that he be started from a push-off at the tape.

Sec. 5. In all cases where more than one

competitor starts from the same mark, lots shall be drawn by the competitors to decide their respective positions with relation to the pole.

Article IX.

Heats.

Section 1. Any competitor qualifying in a heat must take part in the final or semi-final heat unless he has the permission of the referee not to do so.

Article X.

Prizes.

Section 1. A private owner or a trade rider may apply to the Chairman of the Competition Committee for permission to effect an exchange of a prize, or prizes and at his discretion such permission may be granted, but no such exchange shall carry with it household utensils, or any article of wearing apparel, nor shall these articles be permitted to be offered as prizes.

Sec. 2. Any private owner or trade rider may be at any time required by the Competition Committee to produce his prizes, or to satisfactorily account for each and all of them.

Sec. 3. Promoters or referees may require any competitor to produce his F. A. M. membership card, and to submit proof of his identity, or may withhold prize, or prizes, pending submission of such qualification and proof.

Article XI.

Tracks.

Section 1. The F. A. M. reserves the right to refuse to authorize racing on any track it may deem unsafe or for any other reason.

Sec. 2. The measurement of a track shall be made 18 inches from the inside edge. On all tracks the finish line must be indicated by two clearly defined vertical lines or posts not less than 2 feet 6 inches high.

Article XII.

Records.

Section 1. No record shall be accepted or recognized which is made on any motorcycle having an engine of greater piston displacement than 61 cubic inches (1,000 cubic centimeters).

Sec. 2. The distances officially recognized for speed records are one kilometer and one mile, and afterwards by miles up to and including a distance of 25 miles; above 25 miles and including 100 miles, the official distances recognized for speed records will be those which are multiples of five, thus 30, 35, 40, 45, etc. Above 100 miles the distances officially recognized for speed records will be the distances covered by hundreds of miles and by the hour.

Sec. 3. Only the following records made with a standing start will be recorded: the standing kilometer and standing mile. These and all other record distances shall be negotiated from a flying start. Records made in straightaway events shall be tabulated separately.

Sec. 4. All record trials not made at an open meet first shall be sanctioned by the Chairman of the Competition Committee, and such trials shall be presided over by an official referee appointed by the Chairman of the Competition Committee. Furthermore such trials shall be timed by not less than three timers for track trials, or four timers for straightaway trials, who, with the referee and three judges shall certify to the correctness of the time and distance, such certificate to be forwarded to the Chairman of the Competition Committee. If required a surveyor's certificate certifying as to the correctness of the course shall also be supplied.

Sec. 5. If any records shall have been apparently broken in any trial, or in any

contest, or any claims therefor shall be made, the referee shall require that the machine employed be examined in his presence as to piston displacement, or in the presence of his accredited representative.

Sec. 6. All claims for records shall be filed in writing with the Chairman of the Competition Committee within 15 days from the date of the trial, and such claims shall be attested by the presiding officials.

Sec. 7. The Competition Committee reserves the right to designate any or all of the officials at such record trials.

Article XIII.

Championships.

Section 1. Five national championships and no others shall be decided annually, viz: One mile, two miles, five miles, ten miles, and one hour, respectively, the mile and at least one other of such championships to be decided at the annual meet. The disposition of the remaining championships shall rest with the Competition Committee.



Sec. 2. Gold, silver and bronze medals struck from the official die in the custody of the Chairman of the Competition Committee shall constitute the awards for each championship event, and payment therefor shall be made by the promoter before entry blanks shall have been circulated.

Article XIV.

Challenge Trophies.

Section 1. In the conditions of any challenge trophy offered for competition which has to be won more than once to become the property of the winner it shall be distinctly stated to what classes of motorcycle it is open.

Sec. 2. It shall be distinctly stated at what interval the challenge trophy shall be put up for competition—that is once a year, twice a year, etc.

Sec. 3. No challenge trophy shall be competed for unless notice of the competition shall have been published in the motorcycle press at least one month beforehand.

Sec. 4. In case a challenge trophy shall not have been advertised for competition at the proper time, the holder shall be entitled to give one calendar month's notice to the promoters of his intention to compete for the trophy, and in default of competition he may do so in the presence of

an official to be appointed by the Chairman of the Competition Committee, and such a ride shall count as a win for the said holder.

Sec. 5. For good and sufficient reasons, the F. A. M. may allow a challenge trophy to be held over for such a period as the Competition Committee may decide.

Sec. 6. Promoters offering a challenge trophy subject to a guarantee for its return must state explicitly to each intending competitor the nature of the guarantee required, and in case any difference shall arise in arranging the terms, the decision of the Chairman of the Competition Committee shall be accepted by all parties as final.

Sec. 7. The holder, or holders of any challenge trophy shall be considered as entered without fee for the next contest, provided he is, or they are still eligible to compete for it, unless written notice be given renouncing the same, and withdrawing from the contest.

Sec. 8. All questions as to the variations of the conditions under which the competition for the challenge trophy has hitherto been held, and to which any person entitled to an interest in such challenge trophy may object, shall be referred to the Competition Committee for their decision.

Article XV.

Official Referee.

Section 1. It shall be the duty of the Chairman of the Competition Committee to appoint official referees in different parts of the country in order that the Competition Committee may have an official representative directly under its control to take charge of meets sanctioned under its rules.

Sec. 2. The referee of all meets shall be appointed by the Chairman of the Competition Committee who, upon issuing a sanction, shall forward to the promoter the name and address of the official referee chosen to represent the Competition Committee at that particular meet. The promoter may suggest the appointment of any party, but the Chairman of the Competition Committee reserves the right to adopt or reject the suggestion at his discretion.

Sec. 3. Official referees may charge for their services, and the promoters shall be obliged to pay for such services, at the rate of \$5.00 per day, and in the event that the official referee resides outside of the town or city in which the meet is held, he may make a charge for and the promoter will be obliged to pay, the railroad fare to and from the town or city in which the meet is held. The promoter must send the official referee a certified remittance in advance covering the above charges.

Sec. 4. The official referee although his services are paid for by the promoter shall be considered to be the representative of, and directly responsible to, the Competition Committee. In accordance with Article 4, Section 7, the referee shall render a report, to the Chairman of the Competition Committee at the conclusion of each meet, and shall render such other reports to the Chairman from time to time as he may be requested to do.

Sec. 5. Any meet as a whole shall be considered to be directly under the supervision of the official referee, and the Chairman of the Competition Committee shall hold the official referee accountable for the fulfilment of these competition rules at the meet over which he presides.

Sec. 6. All the officials of a meet shall meet with the approval of the official referee.

Article XVI.

International Competition.

Section 1. Before competing in any motorcycle contest outside of the United States of America written permission must

be obtained to do so from the Chairman of the Competition Committee.

Sec. 2. While competing in foreign contests riders representing the United States shall obey and come under the jurisdiction of the competition rules of the recognized foreign governing body, except in such respects as they conflict with the F. A. M. classification of competitors.

Sec. 3. Upon their return to the United States any of our riders who competed in foreign countries shall render a complete and detailed report to the Chairman of the Competition Committee as to the contests entered while abroad.

Article XVII.

Protests and Appeals.

Section 1. Protest respecting the piston displacement, weight or other qualifications of a machine, or respecting any other cause of dispute shall be made to the referee in writing within thirty minutes after the conclusion of the last race, and must be accompanied by a fee of \$3.00. If it is not possible for the referee to make such examination as will permit the protest to be at once decided, the rider and the machine affected may be permitted at the discretion of the referee to compete under protest, but any prize he may win shall be withheld pending the decision of the protest. Any competitor refusing to permit such examination shall be suspended for a period not less than 6 months.

Sec. 2. Any legitimate expense to which the F. A. M. official referee may be put to as the result of a protest must be paid by the protesting party, or parties, and the referee may demand in advance from the protesting party a deposit sufficient to cover in his opinion the expense which may be incurred incidental to such protest.

Sec. 3. The right to protest lies with the competitor, but any member of the Competition Committee may interfere officially in case of necessity, or may himself enter a protest without the necessity of paying the aforementioned fee.

Sec. 4. The referee shall have the power to disqualify competitors even though no protest may have been lodged.

Sec. 5. The referee shall have the power to examine the machine and engine of a competitor without any protest being lodged.

Sec. 6. If a protest against a machine which has won or taken part in a competition be upheld, such machine shall be regarded as not having taken part in the competition, and the other machines shall be placed accordingly.

Sec. 7. A competitor may be disqualified by the referee as the result of any protest, or for any breach of these rules.

Sec. 8. Disqualification entails the loss of any rights with regard to any event in respect to which the cause of disqualification arises, and may be extended by the referee to apply to any other event of the same meet.

Sec. 9. A protest cannot be withdrawn without the permission of the referee.

Sec. 10. Appeals from the decision of a referee may be filed with the Competition Committee and each such appeal shall be accompanied by a fee of \$5.00.

Sec. 11. All fees or money paid toward expenses shall be returned to protestants in the event that their protests are sustained.

Article XVIII.

Corrupt Practices.

Section 1. Any person who shall knowingly enter or take part in a competition not held under these rules, or who shall be guilty of any misbehavior, or unfair practice in connection with motorcycling, in general whether relating to competition or

not shall be deemed to be guilty of a breach of these rules.

Sec. 2. Any person who

(a) Corruptly gives, or offers, or promises directly or indirectly, any bribe in any form to any person having official duties in relation to a motorcycle competition, or exhibition or to any other person having charge of, or access to any motorcycle; or

(b) Having official duties in relation to a competition, or having charge of, or access to, any motorcycle, corruptly accepts, or offers to accept any bribe in any form; or

(c) Willfully enters or causes to be entered, or to start for any competition a motorcycle which he knows or believes to be disqualified; or

(d) Shall be guilty of, or shall conspire with any other person for the commission of, or shall connive at any other person being guilty of, any other corrupt or fraudulent practice in relation to motorcycle competition in this, or any other country; shall be deemed to have committed a breach of these rules, and shall be liable to public reprimand, or suspension.

Sec. 3. The act of competing at an unsanctioned meet shall disqualify without further action of the Competition Committee and such disqualification shall remain in effect until removed by formal action of the Competition Committee.

Sec. 4. For ungentlemanly conduct, or willful infraction of these rules, the referee may suspend any contestant for the remainder of any meeting, and may require that any offender or any offensive attendant be removed from the grounds.

Sec. 5. For competing under a false name, or for abetting or engaging in a contest in which the result is "fixed" or prearranged, suspension shall be permanent, and no offender shall be again permitted to compete in any contest, or serve in any capacity whatsoever unless reinstated by a majority of the Competition Committee.

Sec. 6. Any private owner who is judged guilty of using a machine not his personal and absolute property, shall be suspended for a period of not less than one year.

Sec. 7. Punishment shall be meted out by the Chairman of the Committee whose action shall be subject to the majority vote of the Competition Committee, but for a first offense no suspension not otherwise provided for shall be for a less period than 30 days, or for a second offense of the same nature for less than one year, and there shall be no appeal therefrom.

Article XIX.

Reinstatements.

Section 1. No professional shall be reinstated as an amateur except by unanimous vote of the members of the F. A. M. present at a regular meeting, and no application shall be considered from any rider under suspension or charges.

Sec. 2. For good and sufficient reasons, any rider under suspension and not otherwise disqualified by these rules may be reinstated by a majority vote of the Competition Committee.

Article XX.

Handicappers.

The Chairman of the Competition Committee, or his official representative may designate a handicapper, or handicappers, and may approve or reject any person selected by the promoter. Such approvals shall be secured not less than five days in advance of any contest.

Article XXI.

Officials.

Section 1. The principal officer of a contest shall be a referee whose duty it shall be to exercise general supervision over the

affairs of the occasion and to act as the representative of the Competition Committee. If need be, he shall assign the judges, timers, scorers, umpires, clerk of the course and starter to their respective positions, and instruct them as to the rules. He may require the production of sanction and membership cards and may require a novice, or any other entrant to demonstrate his ability safely to negotiate the track, and when in doubt of such ability, he shall prohibit such rider from starting in a race, or he may call any unsafe rider from a race during its progress, or prohibit him starting in a succeeding event. He shall receive all protests and render decisions thereon, subject to appeal to the Competition Committee. It shall be his duty to enforce the rules and to send a signed and completed score card and make a full report to the Chairman of the Competition Committee of any transgressions of the rules either by promoters, contestants or officials.

Sec. 2. There shall be three judges, whose positions shall be on or at the edge of the track, two at one end and one at the opposite end of the tape. The number of the placed men shall be taken, one by each of the three judges respectively. The decision of the judges as to the order of finishing shall be final. Finishes shall be determined by the instant of contact of the tire of the front wheel with the tape.

Sec. 3. There shall be three time keepers, whose sole duty it shall be to accurately calculate, report and record the elapsed time of placed contestants. In the event of disagreement of the watches, two agreeing their time shall be official. Should all the watches disagree, the middle time shall be official. In a time handicap the time shall be taken from the start of the scratch contestant.

Sec. 4.—It shall be the duty of the starter, after he has been advised by the clerk of the course that the contestants are ready, to ascertain that the timers are ready and then give the signal to start by firing a pistol. He shall have control of the competitors from the time they are reported by the clerk of the course until the start has taken place. In the event of a flying start the starter alone shall have the power to decide what is a fair start and may use a flag instead of a pistol as a signal to the contestants to start, having previously warned the timers of his intention to do so. He shall be provided with the proper flags to denote the last lap and the final of a race and shall give signal therewith.

Sec. 5. The clerk of the course shall be provided with the names and numbers of all entrants and for handicap races, with a transcript of names, and numbers of the machines to be used by them, which it shall be his duty to verify after the men are placed on their starting marks. It shall be his duty to notify contestants to appear at the starting point in time for each event in which they are entered, and to properly position them on their starting marks.

Sec. 6. There shall be at least three scorers, whose duty it shall be to keep account of the laps as they are completed by the respective contestants.

Sec. 7. There shall be two or more umpires, whose duty it shall be to take positions assigned them by the referee, to note carefully the progress of the contest, and be prepared to report upon claims of unfair riding by contestants.

Sec. 8. No persons other than the officials, contestants and one assistant for each contestant shall be allowed upon the track. Contestants and attendants must leave the track as soon as the event in which they are engaged has ended. The interests of safety demand it.

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Article XXII.

Miscellaneous Contests.

Section 1. No event shall be recognized as an endurance or reliability contest which is of less distance than 300 miles; in which the travel shall average less than 150 miles per day; in which the course is repeated more than once; in which controls shall be less than 25 miles apart; in which arrival times at controls are not definitely fixed, or in which more than 30 minutes are allowed as neutral time at controls.

Sec. 2. In all such contests, competitors personally shall be required to sign the checking sheets at controls, but they must not be permitted to insert their arrival times, which shall be done by the control keeper, or his authorized assistant, whose timing shall govern in case of dispute.

Sec. 3. In economy contests, unless otherwise stipulated in the conditions of entry, only commercial gasoline, or other fuel in general use, shall be employed. All tanks shall be filled and refilled only by authorized officials of the contest, by whom tanks and carburetter unions shall be sealed.

Sec. 4. In non-stop contest, stoppages, however caused, shall be reckoned as such.

Sec. 5. In hill climbing contests, no entrant shall be permitted to compete who weighs less than 135 pounds. All who may be of less weight shall be required to carry secured to their persons and not to their machines, sufficient added weight to bring them to the minimum limit of 135 pounds. Such added weight shall be provided in convenient form by the promoter. The referee of a hill climbing contest shall require that any contestant whose weight may be questioned by any other competitor to verify his compliance with the conditions. Under penalty of disqualification of all concerned, the same motorcycle shall not be used by more than one contestant in the same event. Unless otherwise stipulated in the entry blank, all hill climbing contests shall be considered as being unrestricted as to the gears or gearing which may be employed.

Sec. 6. In all endurance, reliability, economy, non-stop and similar contests, mufflers and brakes shall be required, and the rate of speed be based on the legal limit in effect. In all such contests the distance shall be covered only by the power of the motorcycle employed or by the muscular energy of the rider.

Article XXIII.

Interpretation of These Rules.

Section 1. In the event of any question arising as to the interpretation of these rules, the decision of the majority vote of the Competition Committee shall be final.

Sec. 2. The Competition Committee may delegate from time to time all, or any of its powers to a sub-committee.

Article XXIV.

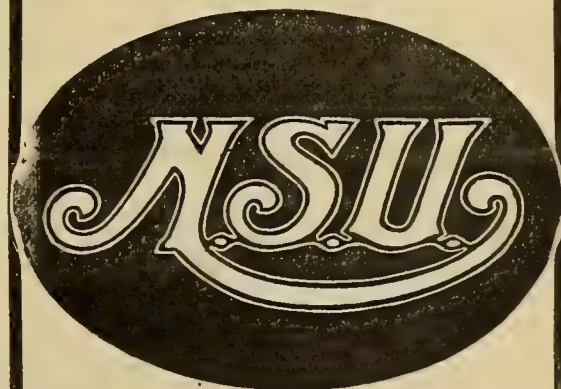
Rulings Unprovided For.

Section 1. The Competition Committee may make any ruling unprovided for in these rules and such ruling, when promulgated by publication in not less than two publications treating of motorcycle subjects, shall be considered binding and in effect.

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919,276. Spark Plug. Theodore Wine-stock, Stuttgart, Germany, assignor to Otto Charles Winestock, Perkinsville, Vt. Filed April 30, 1908. Serial No. 430,131.

1. A spark plug comprising a fixed member provided with open ended cam slots terminating at their inner ends in plane portions concentric with the longitudinal axis of the said fixed member and extending entirely throughout their length and a removable member carrying both terminals of the spark circuit and provided with means for engaging the walls of the cam slots to be thereby seated and locked in the fixed member when the engaging means are in the plane portions of the said cam slots, the said engaging means on the removable member extending entirely

through the said cam slots and there provided with manipulating handles.

919,135. Inner Tube for Pneumatic Tires. March Culmore, Houston, Texas. Filed June 26, 1908. Serial No. 440,437.

1. A tube for pneumatic tires comprising a layer of rubber, and a fabric portion partially secured to the layer and having a portion free from the layer to form a continuous pocket into which the layer of rubber is adapted to expand.

919,425. Spark Plug. Arthur A. Davis, Chicago, Ill., assignor of one-half to Benjamin Grieshaber, Chicago, Ill. Filed Oct. 31, 1908. Serial No. 460,375.

1. A spark plug comprising a pair of electrodes having their ends bent backward

and provided with discharge points beneath the bends of their terminals arranged in opposition to each other.

920,702. Spark Plug. Fred H. Wein-hauer, New York, N. Y. Filed Sept. 26, 1908. Serial No. 454,926.

1. A spark plug comprising a shell, a shell electrode, an insulating barrel for said shell electrode, means within said shell for maintaining the said shell electrode and barrel in position therein, a cable sleeve within the said shell abutting against the said means, a cable, and an end member adapted to interiorly engage the said shell and to force the end of the said cable sleeve into the sheathing of said cable to secure the cable sleeve to the shell electrode and to insure the electrical connection between the cable and the said shellelectrode.

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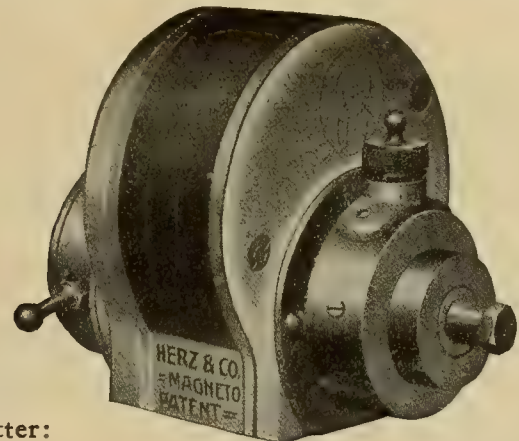
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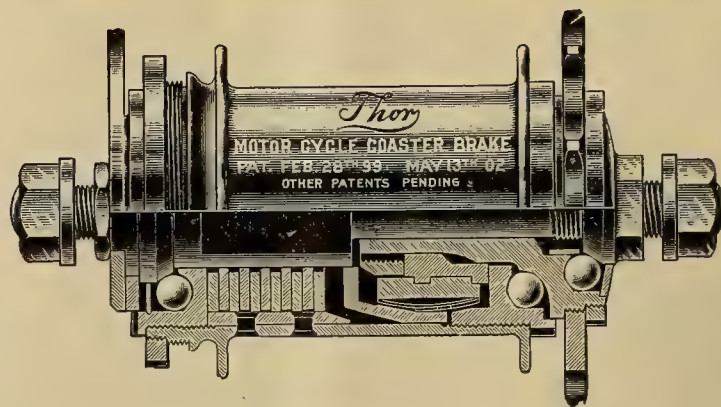
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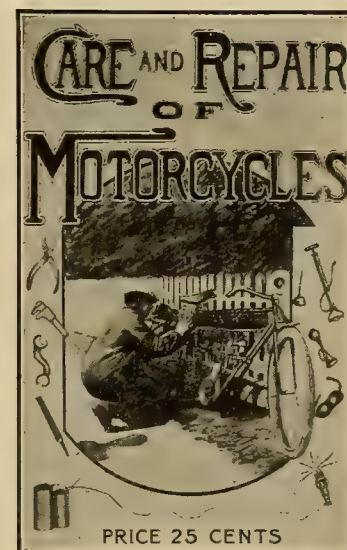
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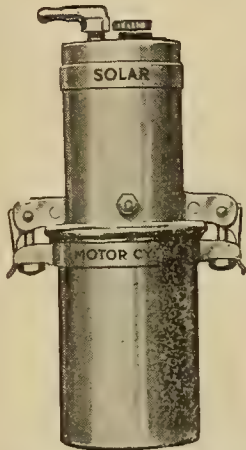
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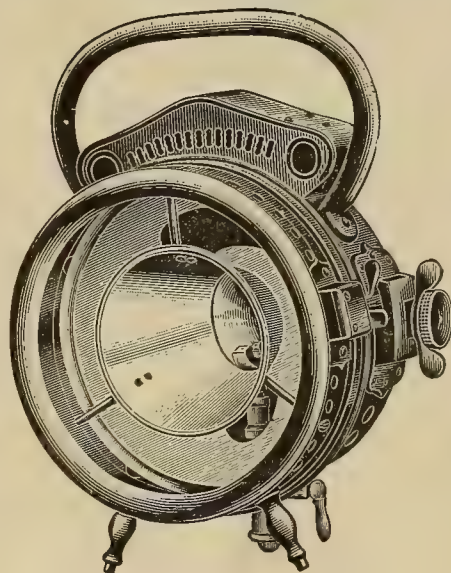
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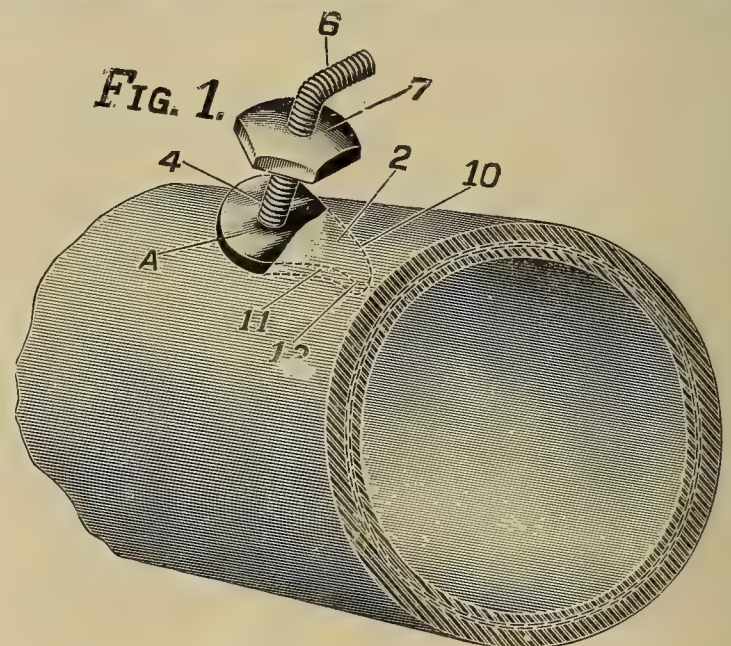


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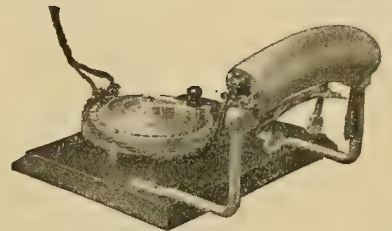
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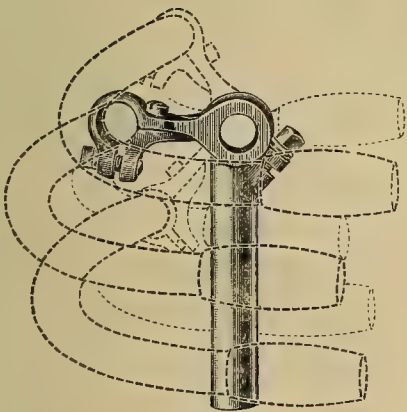
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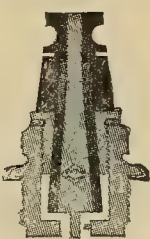
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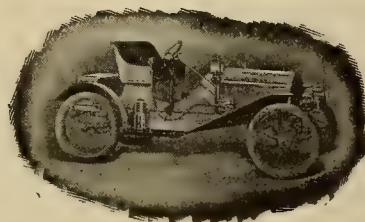


THE ORIGINAL
Worcester Pressed Steel
BICYCLE
FITTINGS
AND SPECIALTIES
Worcester Pressed Steel Co.
WORCESTER, MASS.



Don't envy the man with perfect ignition. Use a
SPLITDORF Motorcycle Plug
and have it yourself.

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\$378

buys this \$600 runabout equipped with Bosch magneto, Schebler Carburettor, Artillery wheels if desired. Write for book "I."

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"Care and Repair of Motorcycles."

Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

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wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having **FRictionless ROCKER JOINTS**. Insist on having the Morse Twin Roller. Fits regular sprockets.

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Star Ball Retainers

WHO? Tell Us

The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany



TO THE LIVE MAN

interested in cycling or motor-cycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

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Price
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Drop forged
one piece tire
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Three in one—re-
moves insides, rethreads inside as
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Are Guaranteed for 5 Years.

Three reasons why you should be interested:
Indestructibility. Reliability. Price.

The up-to-date coil; constructed along practical and scientific lines, by patented methods, enabling us to offer unusual advantages.

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We Make a Specialty
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for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
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Our Catalogue is ready and will be mailed
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126 N. Fourth St. PHILADELPHIA

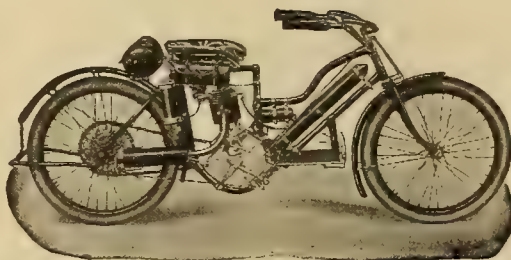
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Ask for Catalogue of Bicycle and
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We want every dealer to have our
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NEW YORK SPORTING GOODS CO.
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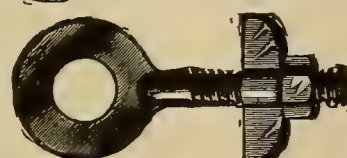
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Two Speeds, Free Motor, Hand Cranked.

Manufactured by
THE NEW ERA GAS ENGINE CO.,
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MOTORCYCLE MANUFACTURERS!



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Nickel
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has the only scientific construction. The trussed arch makes it strong, rigid, light, easy to run—and everything about it is right.



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WRITE FOR PRICE LISTS AND DISCOUNTS

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American Motorcycles

Our Agency proposition is the best
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TORPEDO Has a Clean Record

Since 1904 the TORPEDO has entered
many Endurance Runs and in every event
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GENESEO, ILL. U. S. A.

Metric Separable Indestructible Mica Plug,
\$1.50.

(Trade **STA-RITE** Mark)
Ignition Plugs are now repaired perpetually,
free of charge, when returned to factory, be-
cause "They Stay Right the Longest."

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(Incorporated 1900)
Factory, 201 37th St., BROOKLYN, N. Y.
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We are now ready to quote prices and de-
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**1910 Hudson, Lenawee, Atlanta
and New England Bicycles.**

Write us.

J. W. GRADY & CO., Worcester, Mass.



THE B. & S. MODEL "B"

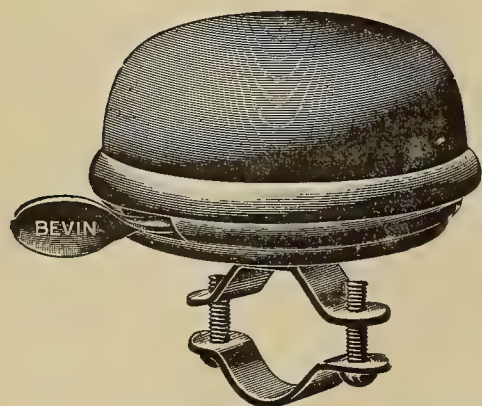


is the correct wrench for
your motorcycle. Write for
circular.

SUNDRIES

That Sell Wherever Bicycles are Sold

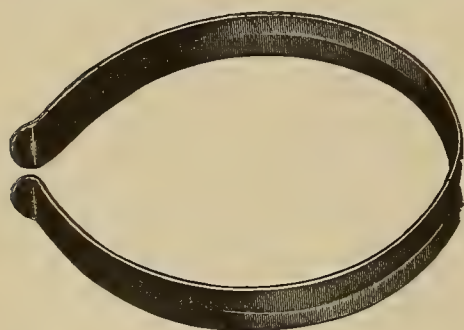
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Bevin Toe Clips



Bevin Trouser Guards



We Offer

such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

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EASTHAMPTON, CONN.

"BICYCLE REPAIRING"

By S. V. D. BURR

*Revised and Enlarged
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208 PAGES

209 ILLUSTRATIONS

Treats of everything from the equipment of the repair shop to the repair of a puncture.

Price, \$1.00, Postpaid

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154 Nassau St., New York

EXCELSIOR AUTO-CYCLE

A Record of Steady Service

¶ If you have read the reports of road and reliability runs, you must have noted the prominence of the

EXCELSIOR AUTO-CYCLE

It has taken part in every big road test of the year and has held a prominent position in the perfect score list every time. This tells the story of

Excelsior Quality

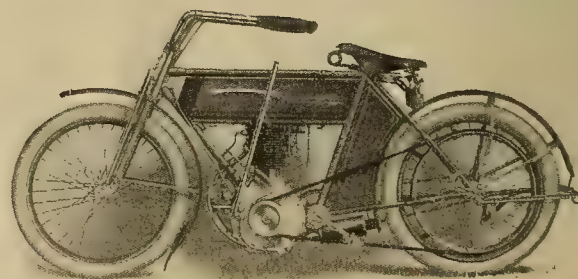
THE QUALITY THAT
MAKES GOOD EVERY TIME

¶ We are already receiving many applications for 1910 territory. Better get busy.

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Four of a Kind

For Motorcycles



For Bicycles



You Can't Beat Them

If you are seeking tire service and tire values you will seek in vain for anything quite so good as these tires offer and afford.

KOKOMO RUBBER COMPANY

Kokomo, Indiana

MORGAN & WRIGHT TIRES ARE GOOD TIRES

In selecting your motorcycle tires did this point ever occur to you?

The treads on tires can be formed in two ways. The easiest, cheapest and usual way is to use the same amount of tread stock that goes into a plain tread and squeeze it up into the corrugations or Bailey buttons. With this tire when your tread is worn off, you are nearly down to the fabric.

The other way—the way

Morgan & Wright Motorcycle Tires

are made to build a regular plain tread tire, then use additional tread stock for the corrugations.

With Morgan & Wright tires after you have worn off the corrugations, you still have a regular plain tread tire—good for thousands of miles of service.

Most any good dealer can supply you.

MORGAN & WRIGHT, Detroit

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

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STANDARD RUBBER PEDALS

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SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

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BREECH-BLOCK SPARK PLUGS

ALL are necessities; all
all are ready sellers
and in continued demand.
All are top-notchers. No
stock is complete without
them.

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QUOTATIONS
ON REQUEST.

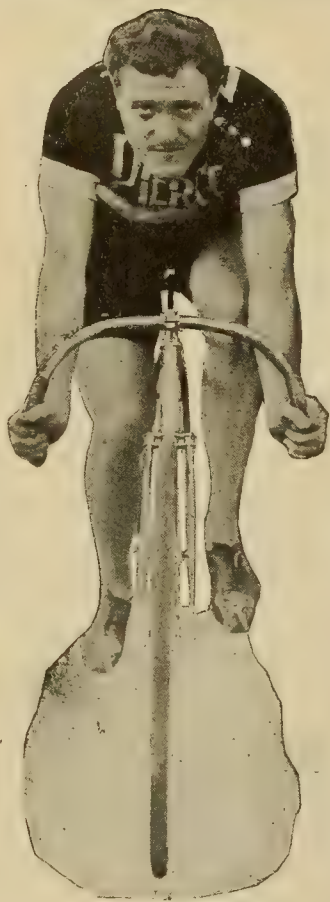
THE STANDARD COMPANY, Torrington, Conn.

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.



FRANK L. KRAMER

Kramer—9 Times Champion Wins on the Pierce

At the Newark Velodrome on Sunday, October 3rd, Frank L. Kramer, mounted on a PIERCE RACER, won his final points and secured for the ninth consecutive time the National Cycling Championship.

Kramer has won every championship on the PIERCE; he will ride no other bicycle.

We claim superiority over every other make and prove it by actual performance.

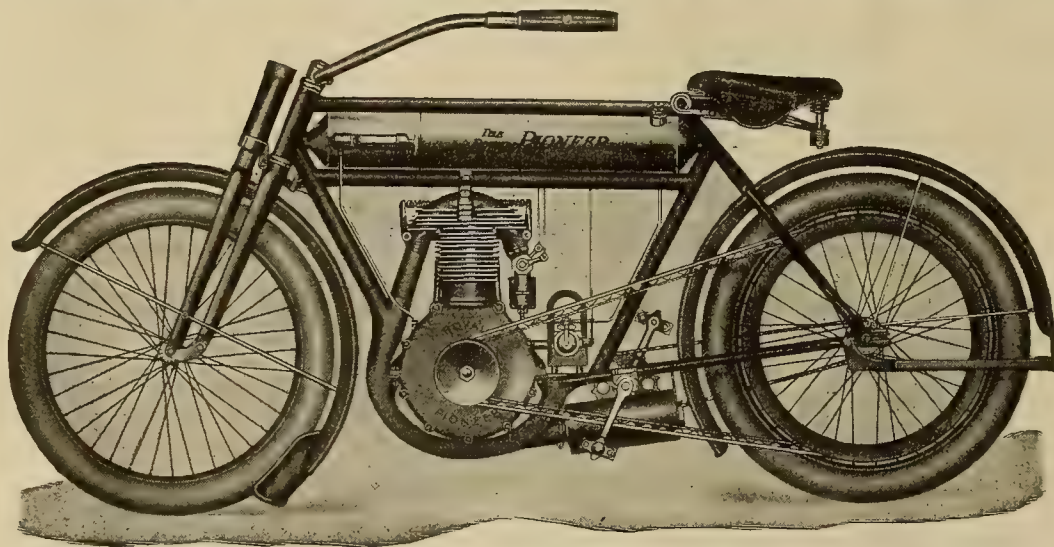
WE ARE CLOSING CONTRACTS FOR 1910, AND WILL BE PLEASED TO DEMONSTRATE TO ANY BICYCLE DEALER HOW HE CAN INCREASE HIS PROFITS FOR 1910 BY HANDLING THE PIERCE.

THE PIERCE CYCLE CO., Buffalo, N. Y.

BRANCHES—DENVER, COL., OAKLAND, CAL., ATLANTA, GA.

1910 ROYAL PIONEER 1910

**Reliability
Power
Comfort
Silence**



**Flexibility
Efficiency
Economy
Strength**

NOW READY FOR DELIVERY

WHAT THEY SAY OF IT ALREADY:

"First motorcycle I have ever enjoyed."

"Motor is a dandy; climbs every hill I can find."

"First one that ever took him up the mountain."

"How soon can you deliver six more?"

"Certainly a dandy—hills are like level roads."

"Everything works beautifully—reliability personified."

Wish we had room to give them in full. Write for more information.

THE ROYAL MOTOR WORKS, Inc., Worcester, Mass.

1910-Announcement-1910

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CLEVELAND
TRIBUNE
RAMBLER
CRESCENT
IMPERIAL
DAILY SERVICE
MONARCH
STERLING
FAY JUVENILE

*Every Bicycle Per-
fected Mechanically
to the Highest Degree*

POPE BICYCLES

All Ready for 1910

New Devices : New Models : Improved Equipments
Handsome Catalogues Now In Preparation
Better Bicycles : Greater Variety : Early Deliveries

New Pope Daily Service Bicycle
New Sprint Bicycle
New Messenger Boy Model

THE New Pope Spring Fork, New Two-
Piece Crank Hanger, Imported Tubing,
New Saddles, New Chains, New Handlebars.
New Grips, New Tires, Ground Bearings.

SEND FOR 1910 ADVANCE BOOK

The Pope Manufacturing Company

HARTFORD, CONNECTICUT, U. S. A.

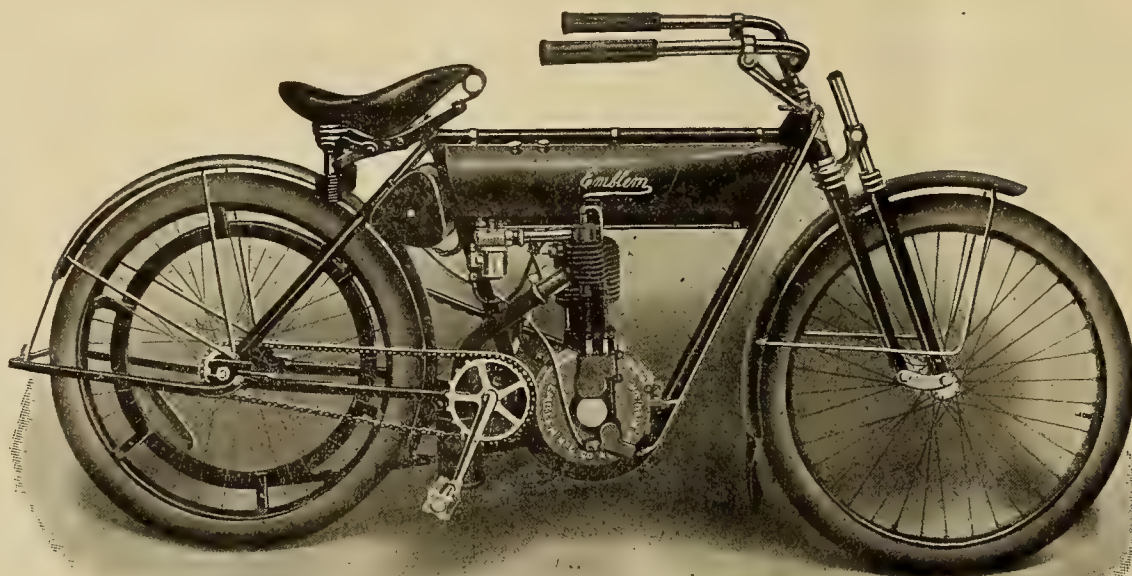
THE APPEALING FEATURES (and there are lots of them) OF EMBLEM MOTORCYCLES

will be more conspicuous than ever in the 1910 models and the addition of a 7 horsepower "twin" will round out the line.

3½ Horsepower
Single Cylinder

4 Horsepower
Single Cylinder

7 Horsepower
Twin Cylinder



Placing Agencies now.
WANT ONE?
It is the best motorcycle proposition of all.

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

H. & F. Mesinger Mfg. Co. ANNOUNCEMENT FOR 1910

TO THE TRADE AND THE RIDER:

The success which we have had during the past year has greatly exceeded our expectations. There has been a truly remarkable and constantly increasing demand for the exclusive feature found in Mesinger Saddles, with their Patent Spring System and Fibre Friction Shock Absorbers.

Nothing can test the comfort-giving qualities more thoroughly than your experiences while touring. Nothing can add more to your enjoyment of riding than the presence of the qualities found exclusively in Mesinger Motorcycle Saddles.

THOUSANDS OF RIDERS have found in the Mesinger Saddle their exact requirements, namely, CORRECT SHAPE, and the ABSENCE OF SIDESWAY, REBOUNDS AND VIBRATION. These have been secured under the most adverse conditions by the users of the Mesinger.

We are ready to furnish our complete line for 1910, with a number of important changes guaranteed to add to the durability of our product.

H. & F. MESINGER MFG. CO.

1801-1803 First Avenue

NEW YORK



"CAVALRY" No. 3
(Patented)



"STANDARD" No. 3
(Patented)

Mr. Bicycle Dealer

An especially busy season is on our heels. Be prepared to take advantage of it and close your ledger at the end of the season with a good fat balance on the right side. Your success depends mostly on getting started at the right time with the right house.

We have increased our floor space 5,000 square feet which we have devoted exclusively to bicycles and sundries, all of the highest quality. With a stock room like this to draw from, together with our enormous stock of automobile supplies you are assured of prompt service. You know what this means to you.

OUR

Overland and Black Diamond B I C Y C L E S

Possess Quality, Style and Character

Our traveling salesmen are now on their territories with samples. They have a proposition you cannot afford to let pass by.

WE GUARANTEE

Quality, Service, Price and Protection

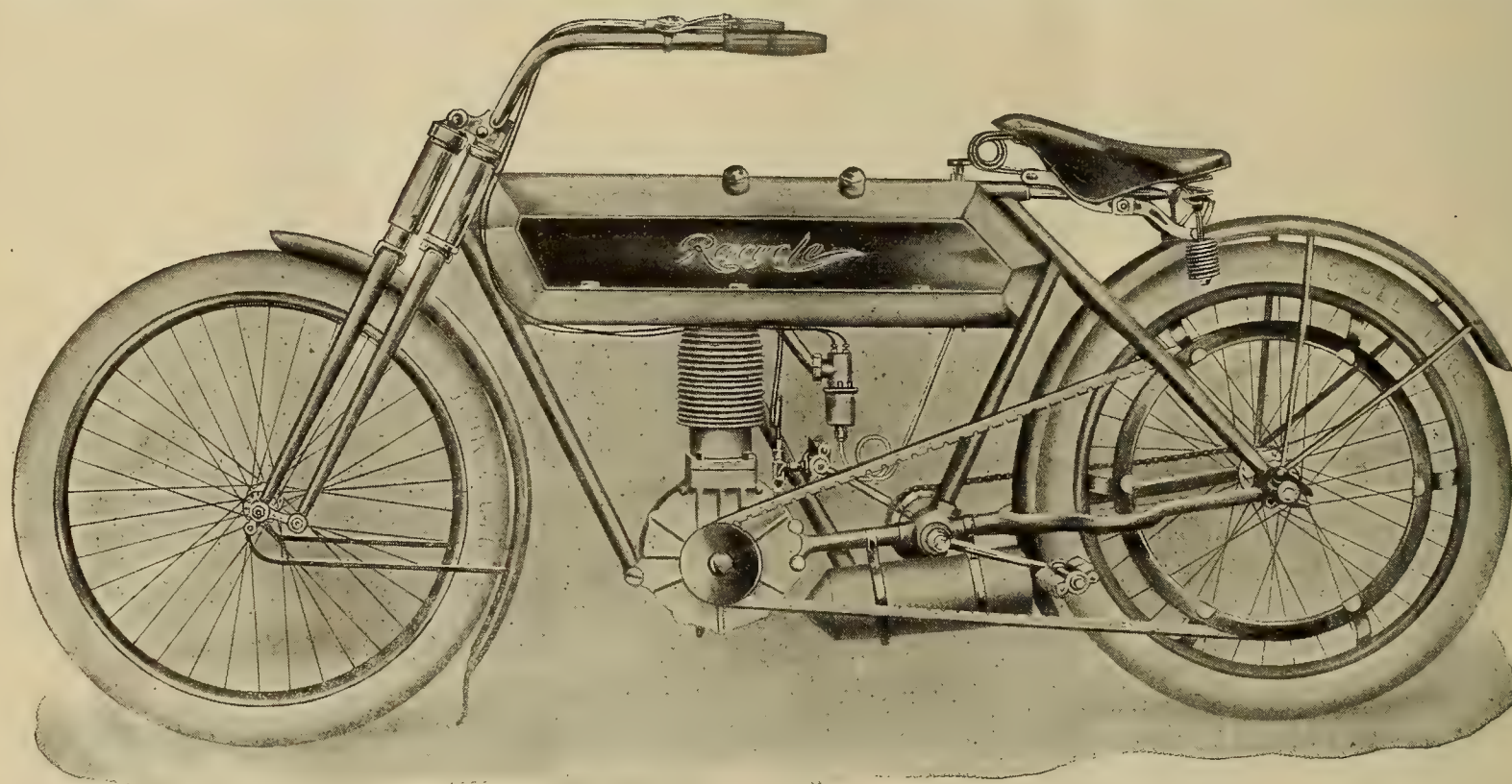
WE ARE AT YOUR SERVICE

BI-MOTOR EQUIPMENT COMPANY

177-179 Portland Street

BOSTON, MASS.

HERE IT IS!
The 1910
Racycle Motorcycle



The Motorcycle That IS a Motorcycle

Note the Beautiful Lines of the Frame!
Note the Comfortable Riding Position!
Note the Low Frame Construction!

Four Horsepower Engine
Emergency Gasoline Tank

Imported English Carburettor
Improved Musselman Coaster Brake

Write for full particulars and agency proposition. Closing agencies everywhere every day

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, October 9, 1909.

No. 3

FREE ENGINES AT LAST IN SIGHT

Emblem Likely to Employ Them on Entire Output—New Twin Added to Line and Prices Revised.

It is extremely probable that the year 1910 will be made notable by the first real stride toward the general adoption of free engine devices on motorcycles—devices which will permit the motors to be started while the machine is standing still, whether on good road or bad, or whether on up-grades or levels, and which will likewise permit the motors to run when the motorcycle itself is not in operation.

This hope, or rather practical certainty, is held out by the Emblem Mfg. Co., Angola, N. Y., which, with but a faint reservation, has decided to equip its entire output of 1910 Emblem motorcycles with the Eclipse free engine device, which was illustrated in the *Bicycling World* several months since, and which meanwhile has been tried out and brought to a state of perfection that allows of its being actually placed on the market. The device, which is very simple, is built into the engine pulley of belt driven motorcycles, and though it does not afford a change of gear, it does permit of the much desired free engine.

The news of this sweeping and far reaching intention was conveyed by W. G. Schack, the head of the Emblem Company, who was in New York this week. Mr. Schack also stated that a twin model, one of 7 horsepower, has been added to the Emblem line for 1910, which has been generally refined, the looks of the machines themselves being improved by a slight alteration of the frame lines. The prices also have been revised. For 1910, the $3\frac{1}{2}$ horsepower single will list at \$200, the 4 horsepower single at \$225 and the new twin at \$250. When magneto ignition is desired it will be supplied at an extra cost of \$25.

Mr. Schack, but recently from a Western

visit, which reached to the Pacific Coast and when questioned as to the results, he replied with a sort of satisfied smile that he had no fault to find with the outcome of his trip, in respect to either bicycles or motorcycles.

To Market Stepney's Motorcycle Rims.

Having equipped its factory at St. Anne, Ill., for the production of motorcycle steel rims, as recently stated in the *Bicycling World*, the Spare Motor Wheel Co. of America, has turned over the sale of its product to the American Stepney Spare Wheel Co. 1773 Broadway, New York City. In addition to carrying a large stock of standard motorcycle rims the latter company is prepared also to figure on special rims. The prices of the product is said to be of more than ordinary interest.

Hendee Secures a Customs Concession.

In response to the application of the Hendee Mfg. Co., the Treasury Department has authorized the allowance of a drawback equal in amount to the duty paid on the imported magnetos, less the legal deduction of 1 per cent, on all motorcycles manufactured and exported by that company, which are fitted with foreign magnetos. The allowance is made subject to the usual conditions and verifications governing such drawbacks.

Pacific Coast Agencies for the Royal.

Manager McGrath, of the Royal Motor Works, Worcester, Mass., who has just returned from a trip to the Pacific Coast, reports having established a number of desirable agencies for the Royal Pioneer motorcycle. Among others he gave the representation for California to F. M. Jones, the well known Sacramento dealer.

Pfanstiehl Magneto for Motorcycles.

The Pfanstiehl Electrical Laboratory, of North Chicago, makers of the Pfanstiehl coils, have a motorcycle magneto "in the works." It is said to be nearly ready for the market.

MOTORCYCLES AT THE SHOWS

Eight Brands to be Represented at Atlanta—Special Sections Again Provided for in New York and Chicago.

Seven motorcycle manufacturers and one dealer have been allotted space at the Atlanta (Ga.) show, which will be conducted by the National Association of Automobile Manufacturers during the week of November 6-13. One other manufacturer, the Harley-Davidson Motor Co., also sought space, but due to some slip-up it has not obtained it, although it is believed that the necessary room will be found.

The seven manufacturers who have been taken care of are the Hendee Mfg. Co., Aurora Automatic Machinery Co., Excelsior Supply Co., Consolidated Mfg. Co., Greyhound Motor Works and N. S. U. Motor Co. The dealer who will exhibit is the Milton W. Arrowood Co., of Atlanta, who handle Wagners in the Southern States. The exhibits, being scattered throughout the Auditorium-Armory building, where the show will be held, no appearance of a motorcycle section will be possible.

For the exhibits at the New York and Chicago shows, the respective managements have set aside the locations previously occupied by the motorcycle sections—in the basement of Madison Square Garden in New York and in the Coliseum Annex in Chicago.

Reduced Freight Rates to Pacific Coast.

The Trans-Continental Traffic Bureau of Chicago, has announced a substantial reduction to \$4 per hundred pounds in the rate on motorcycles in carload lots destined to Pacific Coast points; the minimum weight of carloads is placed at 15,000 pounds. In such quantities, the reduction amounts to about \$5 per machine. As carload lots are not the rule, however, three San Francisco

A. P. Reed, and three Oakland dealers, W. P. Williams, G. A. Faulkner and C. F. Salmonson, have filed complaints and claims for overcharge with the Interstate Commerce Commission. Holding that motorcycles are akin to bicycles, which, in another case the commission itself so ruled, the complaints point out that while the rate from Chicago to California points on bicycles in less than carload lots is but \$3.50 per hundred pounds, the railroads charge \$6 per hundred pounds for motorcycles. Accordingly they ask for relief and for the refundment of the difference between the two rates, the sum of their respective claims amounting to something like \$4,000 in the aggregate.

Bi-Motor Equipment Gets More Room.

With a view to giving its bicycle business the space necessary for increased operations and growing trade with the dealers, the Bi-Motor Equipment Co., of Boston, Mass., has added 5,000 square feet to its establishment at 177-179 Portland street, all of which is devoted exclusively to bicycles and sundries. In turning renewed attention to the cycle dealers, the company is offering Overland and Black Diamond bicycles, equipped with guaranteed tires, and which are presented as being of the very best materials and workmanship. Not only are the prices and the quality of the goods to be made means of greatly increasing the business, but special attention is being given to the matter of prompt shipments of both cycles and sundries, as made possible by the increased space.

British Exports and Imports.

British exports of cycles and parts aggregated \$646,395 for the month of August last, as against \$481,025 for August, 1908. There was a slight increase in the number of complete machines shipped, but the valuation fell off by a small amount. The increase in value of the export trade, therefore, was wholly in the parts branch. The exports for the eight months ending with July totaled \$5,590,880, as against \$4,962,220 for the similar period in 1908. Imports of foreign cycles and parts during August aggregated \$65,325, as against \$53,805 in August, 1908. The totals for the period of eight months were \$549,845 in 1908 and \$616,540 this year.

German Trade Maintains Improvement.

While the statistics of the German cycle export trade for the seven months ending with July last show a well-maintained improvement, the increase has been confined to the parts branch. Exports of complete machines fell from 105,761 for the corresponding period in 1908 to 61,744 this year, the total value falling from \$1,795,000 to \$1,146,000. The parts trade increased from \$7,235,250 in 1908 to \$7,914,750 this year. Germany's imports of foreign cycles and parts during the period named aggregated \$107,250, as against \$101,500 for the corresponding period last year.

NEW SPRING FORK A FEATURE

Iver Johnson Line for 1910 Marked by a Radical Improvement—Ingenious Construction of the Device.

Despite the fact that it has been building bicycles for 26 years, the Iver Johnson's Arms & Cycle Works, Fitchburg, Mass., is another illustration of the truth that age and custom have not staled ingenuity or the desire and endeavor to add to the gratefulness and attractiveness of cycling. Apart from the fact that a new hue has been added to the Iver Johnson colors—literally speaking, of course—and that the high grade

at about one-third of their normal length, and lugs inserted which terminate in grooves, circular in shape, and of the exact dimensions of the spring members. The latter are single strips of steel, first bent around until their ends almost meet and then shaped with the two halves thus brought together converging slightly to the tips. They are also offset to give the desired "castor effect." The curved upper end is fitted into the lugs, which are milled out to give them a perfect fit, and are brazed in place by a special process. The lower ends are attached to the axle.

The springing effect in the fork is due entirely to the flexibility of the blades which compose the lower section of the device. As they are flattened and doubled,



1910 IVER JOHNSON WITH NEW SPRING FORK

models now may be had in a spruce and modern tint of automobile grey, in matters of form and structure a notable new feature has made its appearance in the line for 1910, the catalog of which already is in the mails and which, although similar to its predecessor is unlike the catalogue of any other manufacturer.

The feature, which is calculated to excite considerable interest because of the mechanical ingenuity which it includes, is embodied in the shape of a new spring fork which is adapted to the entire line, except the ladies' and boys' and girls' models. Setting aside practically all precedent in its design, the new fork is built on lines which are at once graceful and appealing, though the idea involved is somewhat daringly executed. Entirely free from levers, plungers, or other working parts, the resilient effect is secured by the use of a pair of spring blades which form the lower part of each fork side. The stem, crown and upper fork sides are of usual form, and the spring members are rigidly attached to them. The upper portion of the device, thus retains the stability of the common fork, while the lower part alone contributes to the springing effect.

Structurally, the fork sides are cut off

there can be no lost motion and no side spring, and in consequence, the riding effect is the same as with a plain fork. As applied to any of the regular models, the fork is listed at \$5.

It is regularly quoted as a part of the equipment of the standard roadster model, together with such familiar features as the truss bridge spring frame, the new crank hanger introduced last year, and oval cranks which also were a novelty on the 1909 models. The remainder of the line includes the semi-racer, flyer, special, and the ladies', boys' and girls' models.

New Market for Trouser Guards.

A new use and market for cyclists' trouser guards has been discovered, as will become evident to anyone who observes an up-to-date shoe polishing establishment which is patronized by ladies. The guards are used to clasp the skirt snugly above the shoe top.

Leather Tire for Motorcycles.

The King Leather Tire Co., Milwaukee, Wis., which produces the goods indicated by its title, is about to market a motorcycle tire of the sort; it is almost ready for introduction.

LAXITY IN MEETING CONDITIONS

Why Some South American Markets are Closed to American Bicycles—Consul Clare's Illuminative Report.

A high light on the peculiar conditions existing in the foreign market for American bicycles, particularly on the American continents and the foreign possessions immediately adjoining them, is furnished in a recent report from United States Consul Arthur J. Clare, of Georgetown, British Guiana. In that district, as in many others within easy reach of the home producers, foreign bicycles, and particularly English ones, are found to be in supreme demand. In the light of the present state of the American export business, it is particularly important to learn from authoritative sources, how this condition is to be remedied. Consul Clare, in the report which he makes concerning the situation, comes directly to the point.

"As far as can be ascertained, the objection to the American bicycle is its light build," he asserts. "The English bicycles are heavier and stronger and are always supplied with mud guards, brakes and bells. The trouble seems to be that the American manufacturers are not supplying the bicycle that it wanted here. This applies to other places as well. In Barbados the principal importer is an American, and naturally his orders were all to the United States, until he found out that other importers were cutting into his trade with English machines for the reason that the English manufacturers were supplying the kind that the people wanted. He put the matter squarely before the manufacturers he represented, but they would not meet him in regard to the weight, strength, equipment, etc. The result is that for several years past he has sold English machines, even racing machines, and his trade with the United States, as far as bicycles are concerned, has almost ceased."

About 2,500 bicycles are in use in British Guiana at present. During the last fiscal year 446 were imported, with a total value of \$12,197. Of this number the astounding majority of 423 came from the United Kingdom, as against only 6 from the United States. The 17 other machines came from British West Indies and Dutch Guiana.

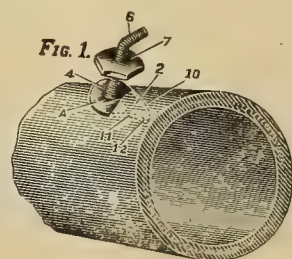
It is a matter of record that ten years ago, the United States had the bulk of the trade, shipping 642 out of a total of 1,038 machines imported in the year 1898-1899. Indeed, the first safety bicycle imported, was brought in by an American consul, it is said, while at first the United States had almost the entire trade.

In the matter of sundries, the United States is in better standing. For the last fiscal year, it shipped \$2,831 worth, out of the total of \$9,690; England's share being \$6,733. The use of lamps is compulsory,

bells are used almost universally, and coaster brakes are employed to a limited extent. The import duty on bicycles and parts, including accessories, is 12½ per cent, ad valorem.

Simple and Effective Tire Plug.

That improvements are possible in familiar articles that have been developed to what seems like finality is revealed when the improvements actually appear, as in the case of the Harris brass plug for tires which has been brought out by the D. P. Harris Hardware Co., of New York City, and which is offered as being unusually simple and effective because of its novel construction and peculiar shape. As indicated in the accompanying illustration, the head of the



plug has a pointed side which makes it easy to insert in a very small puncture. When the point has been inserted the rest of the head slips through after it without tearing the rubber or fabric, so that despite the broadness of the head the size of the opening is rarely increased. As a provision against the slow leaks through the thread of the shank, where it comes through the rubber, the head and the shank are made of one solid piece. The air cannot come through between the upper surface of the head and the inside of the tire. The head is curved slightly on its upper surface to fit the concave of the inner wall of the tire. The shank itself is made large to help make insertion easy, while the hexagon washer on the outside may be tightened up with any ordinary wrench.

Hartford's Fame as Bicycle Center.

While everyone in the trade knows that Chicago has more than one company producing bicycles, it appears that the Chicago post office clerks apparently are unaware of the fact. Recently when they received a postal card addressed "To Any Bicycle Co., Chicago, Ill.," they promptly re-addressed it to Hartford, Conn., where it was delivered to the Pope Mfg. Co. It proved to be a request from P. L. Plemmons, of Emsley, Ala., for a cycle catalog, and the Pope company regards its delivery to them as an amusing commentary on the relative fame of Hartford and Chicago in the public mind so far as bicycle manufacture is concerned.

Houston Dealers "Take on" Motorcycles.

C. L. and Theo. Bering, Houston, Texas, who were prominent in the bicycle business, have "taken on" motorcycles. They are handling Thors and Excelsiors in their locality.

HOW SOME "MYSTERIES" ARISE

Typical Experience of a Dealer Who Accepted His Customer's Diagnosis of Trouble—And the Remedy.

Stored away in the memory of every motorcycle repairman and dealer are one or two choice experiences, tenderly preserved as the "worst" of their class, and useful occasionally as examples of what might be considered as the "limit." Many instances of the sort resulted in their time from ignorance or thoughtlessness on the part of the victim, and a disposition on the part of the dealer to accept his word as to symptoms, without going to the trouble of studying them thoroughly for himself. Referring to a time, a few years ago, when he was greener in the business than he is to-day, a dealer, who shall be nameless, recently told of the motor that wouldn't run up hill, as the choicest anecdote in his collection.

"What was the hardest repair job I ever had?" he said, repeating the question. "Well, if you will promise not to print my name, I'll tell you. A man brought his machine into my shop one day complaining of a most mysterious difficulty. His mount had been running all right up to a certain point, when it refused to take a hill. Having pushed it to the top, he was surprised to discover that it was running all right once more. But again he came to grief when a second hill was encountered. The long and short of it was that by the time he reached my place he was both nonplussed and 'played out' because nothing seemed to be wrong save that that pesky little motor positively refused to 'mote' on an up grade.

"So I put the thing on the stand, looked it over, tried it out, and as it was running all right apparently, decided something must be wrong with him. But when I took it out on the road, first rattle out of the box I came to a grade, and there she stopped!

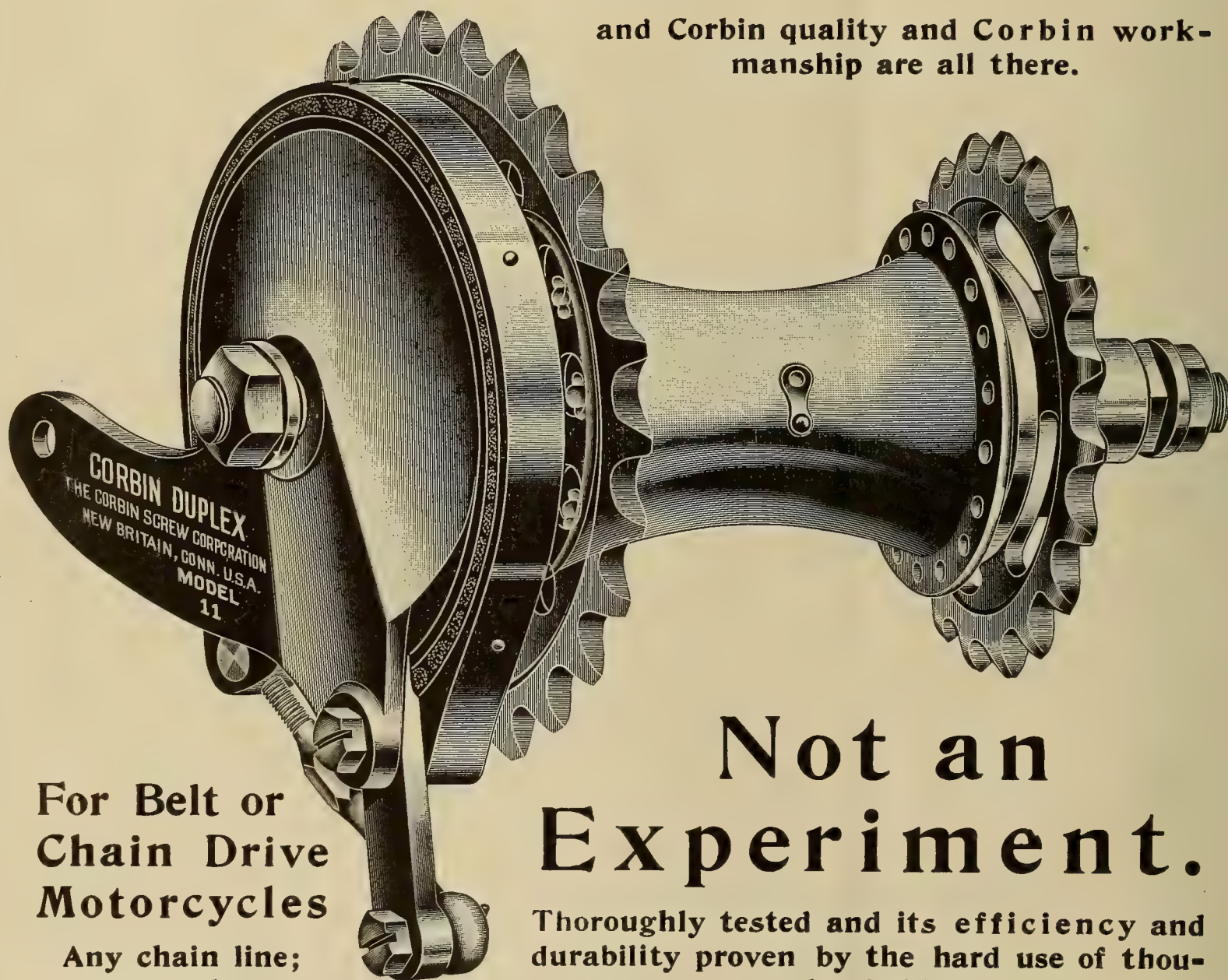
"Back to the shop we came, and I potted and fussed around for I don't know how long. After going all over plugs and wiring and tearing the carburetter pretty much all to pieces and failing to find anything out of the ordinary, the real seat of the difficulty was located at length—in the gasolene tank, of course. The 'juice' had run low; so low in fact, that every time the mount was inclined to take a grade all the fuel that was left would flow away from the carburetter. Downhill or on the level again, back it would come and the engine as naturally might be expected, would pick up as well as ever.

"That same thing has happened to a good many people before now, but I venture to say it never worried anyone any longer than it did me that same time," he concluded confidentially.

If it's a Band Brake you want
we now can supply that, too.

It's a Corbin

and Corbin quality and Corbin work-
 manship are all there.



For Belt or
 Chain Drive
 Motorcycles

Any chain line;
 any sprocket.

Not an
 Experiment.

Thoroughly tested and its efficiency and
 durability proven by the hard use of thou-
 sands of riders.

QUOTATIONS ON REQUEST

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 CONN., U. S. A

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD AND MOTORCYCLE REVIEW

FOUNDED 1877

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Address us at P. O. Box 649.

NEW YORK, OCTOBER 9, 1909.

The Position of the N. C. A.

"Technical champions" never are wholly admirable, and because of the fact it is regrettable that Frank L. Kramer should have resorted to technicalities that while they again secured for him the cycling championship of America, yet left clouds on the title.

After his long and proud career as America's champion for ten years—a record without a parallel—it was unworthy of him to call technicalities to his aid when his laurels were in danger; and having previously given it no heed, and having been called on to give no heed to the elastic technicality in the rules to which Kramer at the eleventh hour resorted, Chairman Kelsey, of the N. C. A., in his capacity as referee, cannot very well escape the criticism which attaches to his act, the extent of which can be appreciated by few not familiar with conditions in and near Newark, N. J., where the championship was decided, and who may fancy that interest in cycle racing is at best lukewarm. There the interest is of the same frenzied sort that goes with the game of baseball and the feeling created by last Sunday's occurrence is great and deep seated. The uttered and printed criticism of Kelsey is savage, while the respective adherents of Kramer and of

Clarke have rushed their opinions into print to the extent of columns.

After all is said and done, however, the fact remains that both Kramer and Kelsey violated the first rule of sportsmanship—the unwritten rule that neither asks nor gives favor. Having ridden in two five miles championship events which were ridden in one heat, it was unbecoming of a champion, his laurel trembling in the balance, to ask that he be favored by running the concluding race to his liking. It was as unbecoming of the referee to grant the favor, and having granted it, to seek refuge in a rule which he had not enforced on the ground that he had not been asked to enforce it. The language "wherever possible" implies the existence of discretionary power, and having previously failed to apply the rule when the possibility was as great and as apparent as it was last Sunday, it thereafter became impossible to enforce it without favor to someone; in other words, it had ceased to be possible to fairly apply the rule.

The uproar that has resulted and that has not been stilled is the direct result of this manifest unfairness. But while the provocation was great it does not excuse the "strike" inaugurated by Clarke and the others who refused to ride. It proved them to be "hard losers" and their conduct merited the swift and vigorous punishment which long since ceased to be a part of the N. C. A. policy. The men probably will be disciplined, if they are disciplined at all, after the racing season has closed, when the punishment will be of no real effect.

Apart from calling attention to the ridiculousness of a rule that permits a distance championship event to be partially decided by sprint-distance heats, if the turmoil that has been created results as the Newark prints and many persons maintain it will result, that is, in a shake-up or reorganization of the N. C. A., it will not have been wholly in vain. For if ever a house requires renovating and disinfecting it is the National Cycling Association, as the *Bicycling World* has remarked on more than one occasion. Not only do the rules require overhauling, but the basis of membership and the plan of management require remodeling. There probably never was another organization which so thoroughly was a one-man affair. The chairman of the board of control is practically all there is of it, and that he should serve also as treasurer, as handicapper and as referee, and take as his emolument the

entire income of the association, the dues, the registration fees, the franchise and sanction fees, to say nothing of the receipts from handicapping and refereeing—such a situation would be almost unthinkable were it not the fact.

The personal policy pursued by Chairman Kelsey has not served to better either the sport or the organization. It long has been a policy of expediency—a policy of trying to please everyone. The natural result has followed. He has pleased no one, and respect for the association and its officers and rules are at low ebb. The disaffection is so great that rebellion has been discussed for a year or more and cool heads only have served to prevent an open outbreak. The dissatisfaction is confined to no one class. Racing men and race promoters alike are affected and though self-interest may influence the attitudes of some of them, there is little that *Bicycling World* itself, though it inclines to do so, can find that is admirable in the N. C. A. or its management, or that entitles it to wholehearted support.

No genuine effort has been made to keep the sport clean or to enforce the rules or to compel respect for them. The prevailing policy has wet blanketed the sport and stunted the growth of both amateurism and professionalism. The former has been permitted to become so foul that it almost is impossible to approach the subject without holding the nose. The real amateur has had absolutely no chance—no encouragement. For at least two years, known, but disguised, professionals have been permitted to become amateur champions. At the end of a profitable season a few men have been turned into the cash class; the other fakirs are permitted to remain. Promoters have given the cash almost openly and without fear of punishment and it has been accepted with similar lack of timidity. No pretense of investigation has been made. Were justice really done, the professional ranks would be full to overflowing, and there would be no scarcity of entries such as now embarrasses promoters and with the fakirs out, new blood would come in and the real amateurs would receive their due. If the rules were enforced and real and not mock punishment were meted out, and without regard to whom it affected, the entire tone of the sport would be raised and there would be less need for punishment of any sort.

But with the present men and the present policy the case is hopeless.

TRIBUTES TO COL. POPE'S MEMORY

Eloquent Appreciations Expressed by Contributors to Memorial Fund—Substantial Additions Coming In.

Subscriptions received during the past week have served to bring the fund for the proposed memorial to the late Col. Albert A. Pope, near to the \$500 mark, and with several of the subscriptions came eloquent tributes and appreciations of the man who is fair to say, reared, if he did not actually found, the bicycle industry and who played such large and conspicuous parts in other spheres. Of these tributes, none so well or so thoroughly breathes the spirit that inspired the *Bicycling World's* suggestion of an enduring memorial, as that penned by Charles A. Persons, president of the Persons Mfg. Co., Worcester, Mass., who in forwarding a subscription of \$100, writes:

"How many millions of men in this country owe debts to Colonel Pope for better health, longer lives, a love of the open? None can tell. The Kentuckians and others build monuments to their Daniel Boones; why should not we of this industry build to the memory of the pioneer who blazed our trail? Even Coventry has its monument to Starley, inventor of the rear drive safety bicycle. Col. Pope staked his all for the bicycle business; made possible the success we have on every side. Where the business would have reached without him is a problem; what it is today we all know. It is a fact that there are hundreds in the business today, none of whom should feel it an effort to write a check for a hundred towards the monument you propose; thousands of men in their prime who could contribute lesser amounts.

"Let us be broad and appreciative in this matter and express our feeling appropriately. You may draw on us for \$100 whenever you are ready to put the funds to use."

F. P. Prial, for many years the owner and editor of *The Wheel*, and now the publisher of *Motorcycle Illustrated*, also pays a fine tribute to the memory of the man to whom cycling and cyclists owe more than they ever can repay.

"I think that the idea, first expressed in the *Bicycling World*, of creating a permanent memorial to the late Colonel Albert A. Pope is a splendid one," writes Mr. Prial. "He was truly a great man, and more than that, a human, generous man. In your fine editorial, published at the time of his death, you aptly and beautifully stated his measure. In the tribute I printed, I maintained, and ever will maintain, that he was a genius. It must be remembered, too, that he did not work for money, but to produce things. That is why he left a moderate and not a swollen fortune.

"I take pleasure in contributing \$10 to the Pope Memorial Fund. I hope that all the old timers will come forward to help in

this good and deserving work, even though each contribution be but nominal. They ought to be proud and glad to associate themselves with this memorial. I hope, too, that all the newer generation of bicyclists will contribute. To Colonel Pope they owe all that they enjoy of cycling today, cheapness, mechanical excellence, good roads, the opening of parks and all that."

James Joyce, now the head of the big American Locomotive Co.'s automobile department, who for years was one of Col. Pope's most trusted lieutenants, writes:

"I wish to congratulate the *Bicycling World* for the efforts that it is making to raise a fund for a memorial to the late Colonel Albert A. Pope, and it gives me a great deal of pleasure to be numbered among those contributing to such a worthy cause. You can, therefore, enter my subscription to the amount of \$25.

"I do not think that anyone questions that Colonel Pope was the father of the good roads movement in this country. The publicity campaign that he inaugurated in the 90's was unique in many ways and showed how far seeing he was on the matter that was of vital importance to practically every industry in the country, and it would seem to me that there should be a hearty response from automobile owners, and those who use the bicycle to contribute to a memorial to a man to whom we are all so much indebted."

W. J. Morgan, one of the pioneer racing men, who now is automobile editor of the *New York Globe*, and who, as he says, knew Col. Pope very well indeed, remarks that he was the recipient of many favors at his hands.

"With others, I deplore the passing away of a great man who did so much for his country," he adds. "I consider Col. Pope's work in behalf of good roads of inestimable value, as he was the first great advocate of the movement. I once said in an article about Col. Pope that a monument should be erected to him while he lived and we certainly ought to do something now that he has gone from us. I enclose my check for \$5 and will be willing to double the amount of it is needed."

Subscriptions of \$10 each also have been received from the Eclipse Mfg. Co., Elmira, N. Y., and Amos Shirley, New York City, the latter being one of the Pope company's veteran agents.

Strength of Exhaust Valve Springs.

While it is commonly understood that it is inadvisable to have the exhaust valve springs too heavy, the reason why an extra strong spring is undesirable sometimes is incorrectly stated. By many it is supposed that too strong a spring absorbs an undue amount of power from the motor, thus cutting down its net output. The fallacy of this notion must at once appear when it is reflected that a spring in expanding, exerts practically the same amount of power that was used in compressing it. Therefore, while it takes more power to lift a valve

COMING EVENTS

October 8-9, Dayton, O.—Dayton Motorcycle Club's two days race meet at fair grounds track; open.

October 9, Guttenberg, N. J.—Motorcycle races at Guttenberg track.

October 10, Newark, N. J.—New Jersey Motorcycle Club's race meet at Olympic Park track; open.

October 10, Little Rock, Ark.—Motorcycle races at fair grounds track; open.

October 16, Springfield, Mass.—Annual Fall business meeting of F. A. M. Eastern District.

October 16, Springfield, Mass.—F. A. M. Eastern District championship meet on Stadium track; open.

October 23, Philadelphia, Pa.—Philadelphia Police Department's inter-city motorcycle race at National League Park.

October 27, 28 and 29, Dallas, Tex.—Motorcycle races at State fair grounds track.

November 25, Augusta, Ga.—Augusta Motorcycle Club's Thanksgiving race meet at fair grounds track; open.

which is held down by a heavy spring than it does to lift one which has only a very light spring on it, it also is true that a proportionate increase in the downward thrust of the spring accompanies its action. There is only a very slight increase in the engine work which may be caused by the use of a very heavy spring, and that is due to the additional friction which results. The real objection to the heavy spring is that it tends to pound the valve too hard, destroying its seat and making it inclined to leakage.

Effects of Using Poor Oil.

The use of an inferior quality of lubricating oil leads to a number of evils, apart from unsatisfactory lubrication. Carbon deposits will form on the walls of the combustion chamber, on the piston heads and spark plug points. Ignition will be interfered with and finally stopped through fouling or short circuiting of the plugs. In time the deposit of carbon may become sufficient to remain incandescent between explosions and cause preignition, which will be indicated by a "knock." If preignition is suspected, a test can be made by cutting out the spark, and letting the machine coast against compression; if the explosions do not continue preignition is not present, but if the engine continues to fire after the current is interrupted, it is most likely that the pistons and cylinder heads are caked with carbon.

"Enclosed please find check for our renewal. We could not do business without the *Bicycling World*."—Holmes & Kittle, Los Angeles, Cal.

NEARLY 1,100 MILES IN 24 HOURS

**Spencer Defeats Gustafson and Sets Up
Marvelous Record—Both Far Excel
Former Figures.**

Upon the first attempt to break it the world's 24 hours' motorcycle record, which previous to last Saturday, October 2nd, stood at 775 miles 1,340 yards, and to the credit of H. A. Collier, of England, re-

ceived a terrific jolting by an American rider upon an American machine. On Friday and Saturday last October 1st and 2nd Charles S. Spencer, at the Springfield (Mass.) 3 laps saucer track, covered a distance of 1,089 miles 199 yards, or an average of 41.2 miles per hour, thereby breaking the former record by 313 miles 619 yards.



START OF THE TWENTY-FOUR HOURS RACE

Not only did Spencer break Collier's records, but Charles Gustafson, also of Springfield, likewise cracked the previous world's records by covering 1,043 miles 2,199 yards. And not even these figures do the men full justice, the Springfield track being by surveyor's measurement 7 feet 8 inches in excess for each lap, or 32 feet to the mile, so that the actual distance traveled by Spencer was 1,093 miles 1,508 yards, or 4 miles 1,309 yards more than he will officially receive credit for. The only record that was not broken by Spencer and Gustafson in their long whirlwind flight was the hour record, which also was made upon the Springfield track more than a month ago by Fred Huyck, and which stands at 71 miles 661 yards.

The event was in the nature of a match race. Spencer and Gustafson started upon their long journey at 4.15 p. m. Friday last, both riding 5 horsepower Indian motorcycles, the same machines being used throughout. With a long ride before them the pair did not hit up a record pace until

after the first hour, the first 60 minutes of riding finding them even with 56 miles 586 yards. They were still together at the ending of the second hour with an 114 miles, which broke Harry V. Martin's record by more than 10 miles. In the third hour Gustafson pulled away from Spencer and led at the end of the hour with 163 miles 1,172 yards, Spencer having covered 145 miles 586 yards. In the fourth hour Gustafson broke a chain and this mishap enabled Spencer to regain the lead, his dis-

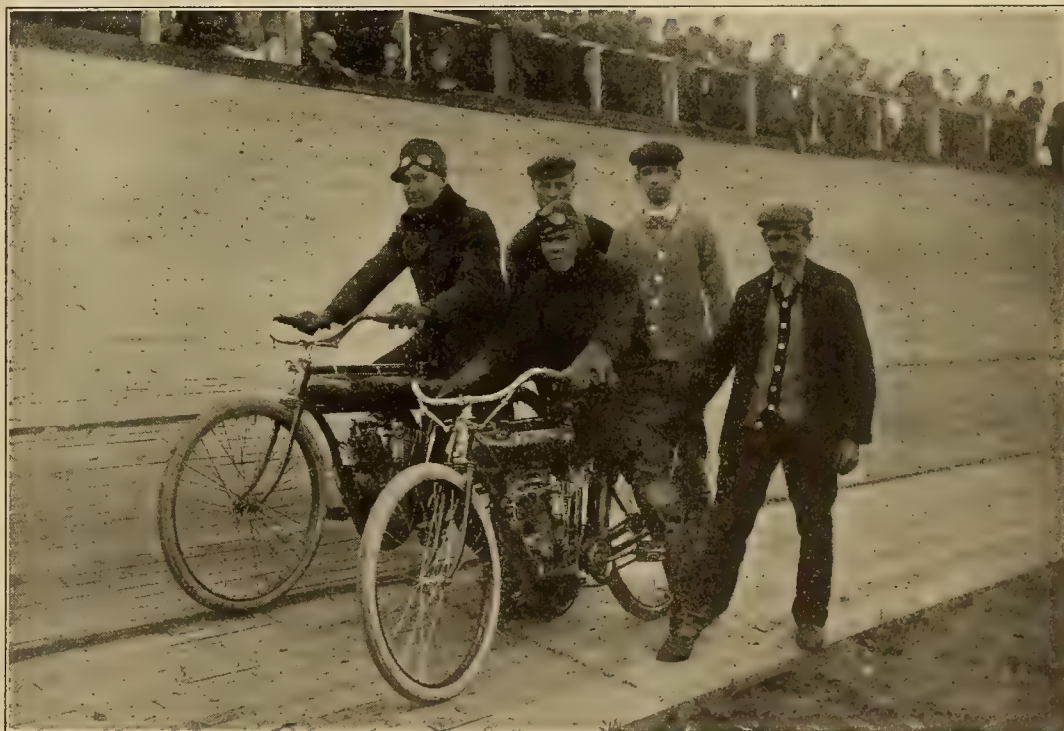
lighting arrangements were unique—entirely different from anything heretofore tried. Automobile searchlights were set around the surface, and were arranged so as to throw the light diagonally across the track, the beams from one lamp overlapping the light from the next, and so on. This arrangement kept the light from dazzling the riders and threw it directly upon the track, while a brilliant moon overhead made the riders visible at all times to the spectators and officials.

Gustafson and Spencer liked the night riding better than daylight riding, particularly Gustafson, for he regained the lead in the 5th hour, and held it for three hours, relinquishing to Spencer in the 8th, but regaining the premier position again in the 9th hour. At 10 hours Spencer again was in front with 482 miles, while Gustafson had covered 473 miles.

Until about 2 or 3 o'clock in the morning the riders were very comfortable, the only disagreeable feature being stiffness in their necks. When the chill damp of the early morning began to make itself felt they suffered considerably. Short rests were taken during which the record-breakers were massaged, and given a sparing amount of refreshment.

In fact, Spencer did not eat anything until the 11th hour, when he stopped 35 minutes, as did Gustafson. At 8 o'clock in the morning Spencer took another rest of 15 minutes and ate some toast and eggs. At 9:40 a. m. he stopped again for 9 minutes to have his rear tire changed.

Spencer gained his big lead during the



SPENCER AND GUSTAFSON AS THEY APPEARED AT THE FINISH

tance for 4 hours being 204 miles 586 yards, nearly 11 miles ahead of Martin's record.

With the approach of night Gustafson rode like a cyclone and although the air was cool both men were so warmly dressed that they did not seem to mind it. The track took on a different aspect too, for the

time that Gustafson was off the track with broken chains, several of which snapped during the morning. Gustafson ate sparingly and grumbled every time he had to stop, as he was anxious to make up the distance he had lost to Spencer. At the ending of 12 hours, or at 4:15 a. m. Spencer had cover-

ANOTHER GR F G & J MOTO

1089 Miles



CHAS. SPENCER ON G & J TIRES

That was the remarkable record made by with Indianapolis G & J Tires.

Chas. Gustafson was a close second, cover

Neither Spencer or Gustafson experienced rear tires which disintegrates rubber and destroy during the 24 hours. After the rear tires had one as neither of the tires showed any weakness during the entire distance.

Mr. Spencer also used G & J Tires in no tire trouble whatsoever.

The tires have a great deal to do with the winning of track records and the making of anything but Indianapolis G & J's. That's why G & J Tires hold all the World's Records.

If you are not acquainted with G & J Motorcycle Tires let us send you our

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R

RCYCLE TIRES

99 Yards in 24 Hours

as. S. Spencer, at the Springfield Stadium track, on an Indian motorcycle equipped

1043 miles and 199 yards in the 24 hours. Gustafson also used G & J Tires.

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and very little wear. The front tires on both machines were never touched

e F. A. M. Endurance Run in which he made a perfect score, experiencing

fect scores in Endurance Runs. Experienced riders know this. They take no chances on
at's why they have won all the F. A. M. Endurance contests.

klet showing the various styles, also our line of useful sundries for the motorcyclist.

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New York
San Francisco
Denver

Buffalo
Philadelphia
Toledo, O.



Kansas
Cleveland
Pittsburgh



ANOTHER GREAT VICTORY

FOR

G & J MOTORCYCLE TIRES

1089 Miles 199 Yards in 24 Hours

That was the remarkable record made by Chas. S. Spencer, at the Springfield Stadium track, on an Indian motorcycle equipped with Indianapolis G & J Tires.

Chas. Gustafson was a close second, covering 1043 miles and 199 yards in the 24 hours. Gustafson also used G & J Tires.

Neither Spencer or Gustafson experienced a particle of tire trouble. On account of the continuous spray of oil on the rear tires which disintegrates rubber and destroys its elasticity, each rider, as a matter of precaution, changed their rear tires once during the 24 hours. After the rear tires had been removed it was clearly proven that the change was simply a precautionary one as neither of the tires showed any weakness, and very little wear. The front tires on both machines were never touched during the entire distance.

Mr. Spencer also used G & J Tires in the F. A. M. Endurance Run in which he made a perfect score, experiencing no tire trouble whatsoever.

The tires have a great deal to do with the winning of track records and the making of perfect scores in Endurance Runs. Experienced riders know this. They take no chances on anything but Indianapolis G & J's. That's why G & J Tires hold all the World's Records—that's why they have won all the F. A. M. Endurance contests.

If you are not acquainted with G & J Motorcycle Tires let us send you our booklet showing the various styles, also our line of useful sundries for the motorcyclist.

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St. Louis

Boston
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G & J TIRE COMPANY, Indianapolis, Ind.

Minneapolis
Detroit
Chicago

New York
San Francisco
Denver

Buffalo
Philadelphia
Toledo, O.



CHAS. SPENCER ON G & J TIRES

he had lost to Spencer. At the end of 12 hours, or at 4.15 a. m., Spencer had covered 559 miles 586 yards, which was 87 miles 1,562 yards better than Collier's old record. Gustafson was exactly 10 miles behind Spencer.

When the sun came up in the morning both Spencer and Gustafson complained that it dazzled their eyes. In the morning they changed from racing handlebars to bars that were higher, so that they could change positions.

During the last two hours Spencer and Gustafson made the few changes in position allowed by their cramped pose oftener and by his actions it was seen that Gustafson was more "tuckered" than Spencer, who is both older and stronger. When Gustafson had gone 973 miles he was in such shape that attendants thought he had better quit, but he resolutely refused to do so, saying that he intended to finish 1,000 miles, any way.

At the 1,086th mile, with only three minutes to go, both men changed from their half-sitting posture and bent over their bars, and the crowd knew what was coming. Both men "turned loose" and twice they passed the tape neck and neck at whirlwind speed. When at last the pistol brought the men off the track, Spencer seemed remarkably fresh, but Gustafson was nearly all in; he could hardly keep his eyes open and had to be almost lifted from his machine.

Both riders broke the world's record, as previously stated, and Spencer's figures probably will stand for some time to come. Neither Spencer nor Gustafson seemed any the worse for the experience. On Sunday afternoon, after taking a long sleep, Gustafson tramped 15 miles to take the stiffness out of his arms and legs, and Spencer was working as usual Monday morning.

After the 24 hours event was finished a five miles race, run in two three miles heats and a final, was put on. The first heat was won by Paul Gustafson, a brother of the record breaker, with Seidell second and Firman third. Time, 2:56. The second heat was taken by Lawson, with Shields second and Hoffman third. Time, 2:55. The final went to Gustafson in 5:12, Lawson being second and Shields third.

Howard A. French of Baltimore was referee of the meet, and the judges were B. S. Barrows and H. E. Madden of Springfield and J. M. Blakeney of Baltimore. The timers were E. C. Dumbleton, W. A. Kothe and J. T. Murray, all of Springfield. The scoring was done by the judges, assisted by H. A. Spalding, two of them devoting themselves to each tally sheet.

In the subjoined table are given the distances that will officially go down as records, for 2, 3 and 4 hours were held by H. V. Martin, and were made on the Canning Town track, England, February 15, 1909, as well as the records for 200 and 300 miles. The hour records from 5 hours upwards previously were held by H. A. Collier and were established also upon the Canning Town track May 5th and 6th last. The

world's record for 100 miles was not broken by Spencer, although he did break the amateur record of 1:47:44, made by Robert Stubbs at Birmingham, November 24, 1908. The world's record for 100 miles is held by Jacob Derosier, the professional, and was made at the 3½ miles Los Angeles track April 18th last. It stands at 1:37:59.

Hrs.	New Records.		Previous Distances.		Broke Record by	
	M'ls.	Yds.	M'ls.	Yds.	M'ls.	Yds.
1	56	586	71	661	...	...
2	114		103	380	10	1,380
3	*163	1,172	150	1,700	12	1,232
4	204	586	194	1,320	10	1,026
5	*246	1,172	245	640	1	532
6	*300	1,172	294	800	6	372
7	*333	1,172	326	640	7	1,026
8	388	1,172	364	1,480	23	1,452



CHARLES S. SPENCER

9	*441	396	80	44	1,680
10	482	411		71	
11	512	445	1,462	66	298
12	559	471	784	87	1,562
13	585	506	1,260	78	500
14	641	508		133	586
15	677	522	1,590	154	756
16	730	566		164	
17	767	599	1,700	167	646
18	812	611	330	201	256
19	863	648	586	214	1,174
20	911	680		231	
21	945	690	586	255	
22	986	725	1,390	260	1,542
23	1,035	730	940	305	232
24	1,089	775	1,340	313	619

Miles.	H. M. S.	M. M. S.	M. S.
100	1:44:59	*1:37:59	.....
200	*3:47:20	†4:05:54½	8:34½
300	*5:58:55	‡6:33:55	35:00
500	10:22:36		
400	8:12:31		
600	13:15:16		
700	15:25:26		
800	17:37:31		
900	19:46:00		
1,000	22:20:59		

*Gustafson. †Huyck. ‡H. V. Martin.
°Derosier.

Americans Win on Foreign Tracks.

Nat Butler, the veteran American pace follower, seems to be unbeatable at the present time. At Cologne, September 28th,

he won the annual Grand Prix of Cologne defeating Weissler, Mauss and Pongs, in the order named. The race was run in two heats at distances of 20 and 30 kilometers, and the American had an easy victory in both battles.

Robert J. Walthour and "Major" Taylor also seem to have struck a winning stride. The former won the 100 kilometers Grand Prix of Hanover on September 26th, defeating Robl, Ryser and Dickentman, the order at the finish being as named.

Although he has been defeated several times this season by Poulain, "Major" Taylor got back at the former world's champion in a match at Bordelais, Sunday, 26th ult. The first heat was at 1,000 meters, and Taylor outjumped the French crack so well that the latter was discouraged and sat up. In the second heat at 10 kilometers Taylor won by 100 yards, covering the 6.2 miles in 13:35. With Arveaux as a partner "Woody" Hedspeth, another American negro, finished second in a half-hour race conducted along the lines of the six days race. The same pair got third in the 5 kilometers tandem race.

Consolidated Motorcyclists Elect Officers.

At the annual meeting this week of the Consolidated Motorcyclists (Inc.) of Keene, N. H., the following were elected officers for the ensuing term: President, Glenroy W. Scott; vice-president, Fred S. Morse; secretary, Elliot Willard; treasurer, Leon Allen; executive committee, Harry C. Dean, C. C. Wilber and G. Fred Little; captain, G. Fred Little; first lieutenant, H. C. Dean; second lieutenant, Clinton F. Harder. The club will move into its new and commodious quarters in the Gurnsey building about October 15th, or as soon as the work on it shall be completed. It is expected to hold a "house warming" as soon as the new quarters are in readiness.

Fall Meeting of F. A. M. Eastern District.

The Fall meeting of the F. A. M. Eastern District, which will occur in Springfield, Mass., on Saturday next, 16th inst., will be held in the rooms of the Springfield Motorcycle Club, 17 Dwight street. The meeting, at which the District secretary and treasurer will be elected, will be called to order at 10.30 a. m. At the District race meet, which will be held the same afternoon on the Stadium track, the one and five miles District championships will be decided. A 5 and a 10 miles event for private owners also are carded.

Chicago Motorcycle Club in New Home.

Previously only having a room at 267 Michigan avenue as a meeting place, the Chicago Motorcycle Club just has attained the full dignity of a club house of its own. The latter is at 3259 Prairie avenue and is a seven room structure well fitted to accommodate the growing membership of the club. It boasts a large meeting room, committee room, card room, pool room and reading room.

CHAMPIONSHIP CHEAPLY WON

Kramer Captures Title Ninth Successive Time—But Deciding Race is a Farce and Great Uproar Results.

Not taking into account the two times he won the amateur championship, Frank L. Kramer, of East Orange, N. J., on Sunday last, 3d inst., won for the ninth successive time the professional championship of America, but in a manner that does little credit to a man of Kramer's ability and with his long and proud career. For the first time he is what may be styled a "technical champion."

The meet which decided the championship for 1909 was held at the Newark (N. J.) Velodrome and by an eleventh hour protest, which was upheld and which caused seven of the best riders in America to withdraw from the race, Kramer won his honors, but cheaply.

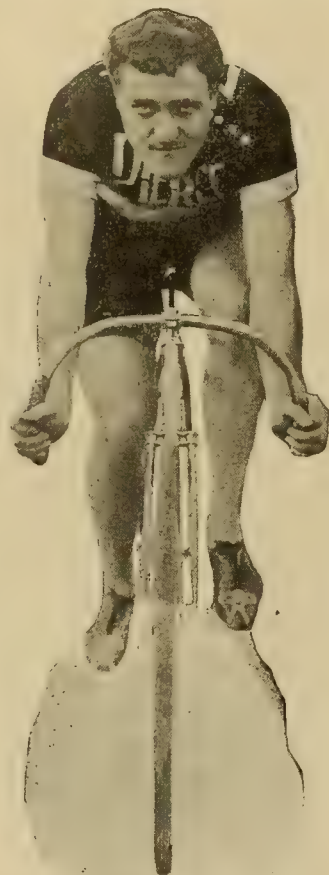
Prior to the meet of last Sunday Kramer and Clarke were only one point apart in the battle for the championship, and with only one race to be run a victory to either one meant ownership of the title. The distance had been set for five miles, to be run in one heat, as other five mile championship races have been run for the last six years, and so far as known this arrangement was perfectly satisfactory to all the riders. Some of Kramer's friends asserted that there would be a large combination out to "do" him, but as far as can be learned, there were combinations on both sides.

Just before the time for the race to be called Kramer hustled out to his training quarters to Referee Kelsey, Chairman of the National Cycling Association, who also serves as referee, and protested against the manner of conducting the race, saying that the rules of the National Cycling Association provide that championship races "shall, when possible," be run in trial and semi-final heats, four riders qualifying for the final heat.

With an immense throng of 10,000 people in the grandstands and bleachers there ensued an argument such as never before has been witnessed in the history of either the Newark Velodrome or the old Vailsburg track which it replaced. Kramer was alone in his protest. Floyd Macfarland, who looks out for Clarke's interests, told Kelsey that as it had been advertised for a week that the five miles race would be run in one heat it manifestly was unfair to the spectators to change it at that time; that the prize money had been arranged so that there would be six prizes of \$50, \$30, \$20, \$10, \$5 and \$5 in addition to \$30 in lap money, and therefore it would be unfair to the riders to change the race, as a change would result in only four prizes for the four men in the final heat and that the poorer riders would have no chance to

win any lap money; that in view of the fact that two other five miles championship races had been run this season—one of which was won by Kramer and the other by Fogler—and no protest had been registered against their being run in one heat a precedent had been established.

Some of the other riders said the same things, and more, but to all the arguments Referee Kelsey turned a deaf ear and finally announced that he must uphold the rules and the race would be run in trial and semi-final heats. Kelsey upheld his action in allowing the previous five miles championship races to be run in one heat by ex-



FRANK L. KRAMER

plaining that no protests had been made in those particular instances.

After the decision was announced the wildest confusion prevailed. The immense crowd that had paid its good money to witness a race between Kramer and Clarke hissed and jeered when it was discovered that Clarke, Fogler, Root, Pye, Bardgett, Hehir and John Bedell did not intend to ride. A lot of people went to the box office to demand the return of their money but found that the office had been closed because of fear there would be trouble. It took all the regular police and the special officers to clear the crowd out of the grounds. It is not unlikely that had such a thing happened on the other side of the water the track would have been destroyed and the persons implicated hooted off the grounds.

It is painful to describe such a farcial championship race as resulted after the seven went on strike. In the first semi-final heat were Kramer, Krebs, Fenn and West, the first two qualifying. In the second semi-final heat Drobach, Billington,

Rupprecht and Stein, all third class riders, lined up. The final heat was about the poorest exhibition ever witnessed on the Newark track. Billington soon quit, leaving only Krebs, Kramer and Stein in the race. What a fine "championship" race! Kramer won by six lengths, Stein was second and Krabs third. Kramer wins a cheap championship. Lawson was very foxy. He had a contract to ride and started in one of the trial heats, but made no effort to win, running off the track into the grass after covering a half lap. He can, therefore, collect his contract money and the N. C. A. cannot punish him. Different conditions prevail abroad.

After Kramer had won to the accompaniment of a whirlwind of mingled cheers and hisses, some of his friends draped an American flag around his shoulders and in the midst of the ovation that followed, an incident such as never before has been witnessed, occurred. Someone pulled the flag from Kramer's shoulders and dropped it upon the track. Jack Neville, Kramer's trainer, gave the intruder several savage blows and the recipient probably would have been roughly handled had he not lost himself in the crowd.

Percy Lawrence, the season's amateur champion, got into the limelight by landing his first victory as a declared professional in the two miles invitation handicap. He benefitted by a strong pull from Drobach, who out-guessed the Bardgett-Hehir combination. Hehir went all in closing up a gap on Lawrence, and had to be content with third place, Fred Hill jumping into second.

Even the amateurs seemed to be full of scrap Sunday afternoon. In the one mile handicap Jacob Magin got a spill just as he was about to sprint, through the carelessness of some other rider. The rider got a "wallop" for his mistake. In the other amateur race Louis Ownes and John Brennan clashed near the tape and both went down. While strapped to their wheels and with Brennan's head close to the track as he was afraid of being hit by some of the other riders, Owens swung his fists and hit Brennan several times before the other could defend himself. No penalty was announced. Frank Blatz, 100 yards, won the mile handicap, while Maurice VandenDries captured the three miles open. The summaries:

One mile handicap, professional—Won by W. S. Fenn, Bristol, Conn. (20); second, E. F. Root, Melrose, Mass. (25); third, Fred G. West, San Francisco (65); fourth, Alfred Halsted, Sacramento (85); fifth, Charles Stein, Brooklyn (90). Time, 1:59½.

One mile handicap, amateur—Won by Frank Blatz, Jersey City (100); second, Eugene Battaille, East Orange (100); third, William Pettit, Rockville Center, N. Y. (115). Time, 2:03¾.

Two miles invitation handicap, professional—Won by Percy Lawrence, San Francisco (90); second, Fred Hill, Boston

(scratch); third, Patrick Hehir, Australia (60); fourth, Tommy Smith, Newark (110); fifth, Edward Rupprecht, Newark (50). Time, 4:03½.

Three miles scratch, amateur—Won by Maurice VandenDries, New York City; second, Ernest Jokus, N. T. V. W.; third, Jacob Magin, N. T. V. W.; fourth, E. J. Hollister, Salt Lake City; fifth, Joseph Passenger, Newark. Time, 7:15¾.

Five miles national championship, professional—Won by Frank L. Kramer, East Orange, N. J.; second, Charles Stein, Brooklyn; third, Floyd Krebs, Newark; fourth, Teddy Billington, Newark. Time, 11:32.

Final Score for the Championship.

By his victory of Sunday last, in which the honors came to him rather cheaply, Frank L. Kramer, of East Orange, N. J., has for the ninth successive year been declared the professional bicycle champion of America. Prior to turning professional Kramer won the amateur title twice. Without a doubt Kramer has proved the greatest marvel of the cycling world, and it is a pity that the struggle for the 1909 title, which up to the last race, had proved one of the bitterest contests ever waged for a championship title, should have terminated so unsatisfactory, as detailed elsewhere.

The point system of scoring championship races gives 5 points for every first, 3 points for seconds, 2 points for thirds, and 1 point for fourths. Kramer won 7 firsts, 1 second, 1 third, and 2 fourths, netting him a total of 42 points. A. J. Clarke, who was the champion of Australia before coming to America to permanently reside, was his only real rival. Clarke won 36 points. The final standing is as follows:

	1sts	2ds	3ds	4ths	T ^l
Kramer	7	1	1	2	42
Clarke	5	3	1	.	36
Fogler	1	3	2	1	19
Root .....	.	1	3	1	10
J. Bedell .....	.	1	1	1	6
Krebs .....	.	1	1	2	7
De Mara .....	.	1	1	.	5
Anderson .....	.	1	.	1	4
M. Bedell .....	.	.	1	1	3
Fenn .....	.	.	1	1	3
Lawson .....	.	.	1	1	3
Stein	1	1	.	.	3
Hill .....	.	.	.	1	1
Billington .....	.	.	.	1	1

Card for Newark Motorcycle Meet.

Eleven events will comprise the program that has been arranged by the New Jersey Motorcycle Club for its meet to take place tomorrow, 10th inst. at the half-mile Olympic Park track, Newark, N. J. The events are as follows: Two miles novice, 48.50 cubic inches; 3 mile scratch, 30.50 cubic inches; 5 mile handicap, 48.50 cubic inches; miss and out, 48.50 cubic inches; special match between Walter Goerke and Stanley Kellogg, 30.50 cubic inches; 5 mile handicap, 48.50 cubic inches; 3 mile, club members, 30.50 cubic inches; 10 mile handicap, 48.50 cubic inches; 5 mile, club members, 48.50 cubic inches; special match, 48.50 cubic inches; 5 mile handicap, 30.50 cubic inches.

WALKER FURNISHES THE SURPRISE

He Shows Unsuspected Speed and Captures C. R. C. of A. Road Race—Pike Breaks 100 Miles Record.

In a manner entirely unexpected, for the simple reason that he heretofore had not given evidence of being a fast rider, Clinton Billiken Walker, of Brooklyn, on Sunday last, 3d inst., won the annual 100 miles road race promoted by the Century Road club of America. Walker started with a



CLINTON B. WALKER

handicap of 1 hour 15 minutes, and finished in 6:02:20.

Close behind him came R. J. Westervelt, who had started from the 50 minutes mark, and whose actual riding time was 5:45:06½. Third was George Henry, of the Tiger Wheelmen, of New York, who finished in 5:35:07 from the 40 minutes mark. Walker and Westervelt are both members of the Century Road Club of America.

Because of the lateness of the season only 49 riders appeared at West's Hotel, Valley Stream, L. I., for the start. The course was from Valley Stream to Bay Shore, 25 miles, and return, this route being covered twice to make up the requisite distance. The roads were in excellent condition and there was just enough wind stirring to make riding comfortable.

Walker's victory came as a great surprise, for although he is a well known century rider, before last Sunday he had never shown the ear-marks of a speed merchant. His performance is all the more creditable

from the fact that he rode the last 50 miles of the race unpaced, having dropped the other riders who were with him until that time.

The most meritorious performance scored by any individual, however, was made by Jesse R. Pike, of the New Jersey division of the Century Road Club of America. Pike started from scratch with Charles Hausenbauer and Joseph Noe. The last named was dropped at 50 miles, but Hausenbauer and Pike continued together until within a mile from the finish when the former fell. Pike waited for him to remount and together the pair sprinted for time honors. Not only did he win the first time prize, but Pike broke the American road record for 100 miles, covering the distance in 5 hours 23 minutes 12½ seconds. The old record stood at 5:33:30, and was made by Frank Eifler October 27, 1908. Pike and Walker both rode Pierce bicycles.

There were two accidents in the race, but fortunately neither proved serious. Emile Frayssee, a member of the promoting organization, was hit by an automobile while on the second lap at Babylon. He was rendered unconscious, but was revived at a nearby house and removed to the station. He was out Wednesday night, seemingly in none the worse condition for the encounter.

Another rider who met with a mishap similar in character was Lewis C. Smith, also of the same club. Smith was riding toward Bay Shore on the second lap when he collided with a motorcyclist at Freeport. His bicycle was damaged, but Smith borrowed Fred E. Mommer's machine and finished the race. The following 26 riders finished:

Rider and Club.	Hcp.	Time.
1 C. B. Walker, C. R. C. of A.	1:15	6:02:20
2 R. G. Westervelt, C. R. C. of A.	0:50	5:45:06½
3 George Henry, Tiger Wheelmen	0:40	5:35:07
4 Guido Clerici, U. S. I.	1:15	6:14:53
5 A. Hausenbauer, C. R. C. of A.	0:30	5:47:34½
6 S. R. Morrison, C. R. C. A.	0:30	5:48:53½
7 J. R. Pike, C. R. C. of A.	Scratch	5:23:12½
8 C. Hausenbauer, C. R. C. of A.	Scratch	5:23:13¾
9 Peter Sorensen, Empire City W.	0:30	5:53:14¾
10 D. J. McIntyre, unattached.	0:40	6:10:46¾
11 A. D. Dawson, C. R. C. of A.	0:50	6:26:23¾
12 Sylvain Segal, C. R. C. A.	0:30	6:09:51¾
13 H. Schneider, C. R. C. of A.	1:00	6:44:53
14 P. J. Kleinschmidt, C.R.C. of A.	1:15	6:57:19¾
15 G. Steinert, unattached	1:00	6:49:10
16 H. Blanda, New Harlem W.	1:00	6:55:36¾
17 L. Tromontano, New Harlem W.	1:00	6:55:37
18 H. F. Wienert, C. R. C. of A.	0:30	6:28:22½
19 A. W. Eberhardt, Wanderers.	0:50	6:52:24½
20 W. H. Kirchner, C. R. C. of A.	0:40	6:42:24¾
21 J. Wendeling, Courier C. C.	1:00	7:11:00
22 A. White, W. C. A. C.	1:15	7:28:00
23 H. C. Sommer, C. R. C. of A.	1:00	7:13:45
24 S. Swackhamer, C. R. C. of A.	1:15	7:38:00
25 L. C. Smith, C. R. C. of A.	0:30	7:29:30
26 J. A. Olson, C. R. C. A.	0:40	7:44:30

Herling Wins Easily at Dallas.

A 5 miles motorcycle race formed the feature of the race meet held at the fair ground track, Dallas, Texas, September 26th, by the North Texas Fraternal Picnic Association. Three riders started—E. Herling and E. J. Morris, on Indian twins, and Lewis Clarke, on an Excelsior single, the last named being given a handicap of one-quarter mile. Herling, however, won easily and Morris nipped Clarke a few yards from the tape. The time was not announced.

HOURLY RACE A BATTLE ROYAL

Collins and Bedell Alternate in Mishaps and the Former Wins—Closing Meet at the Clifton Stadium.

Elmer L. Collins, of Lynn, Mass., last Sunday, 3d inst., captured the one hour motor paced race at the Clifton (N. J.) Stadium, after one of the most exciting scrambles witnessed on that 6 laps saucer this season.

Collins, Bedell, Drobach and Galvin lined up for the race, the first named leading for a lap when Bedell got in some hard riding and went up front. In the 19th mile Collins gained on Bedell, but a punctured tire prevented any attempt to pass. Collins lost four laps by the transaction and Wiley pulled up on even terms with him. Bedell was riding a very pretty race and seemed to have the victory in his grasp when a punctured tire put him out at 16 miles. He changed quickly, however, and raced along even with Collins until the 25th mile, when the latter was shaken off in a sprint. With only five minutes left Bedell seemed the victor, but then the mantle of hard luck enveloped him when his pacing machine went wrong. Bedell finished unpaced, but the officials apparently got mixed up in scoring and there was considerable argument over the result. Finally the race was awarded to Collins.

In the 60 minutes of riding Collins, according to the scorers, covered 41 miles. Bedell 40 miles 5 laps, Wiley 39 miles 2 laps, and Galvin 37 miles 4¾ laps. Collins was paced by Turville, Bedell by Ruden, Wiley by Schultz, and Galvin by Hunter.

There also was a motorcycle race for amateurs, in which Walter Goerke, W. H. Wray and A. G. Chapple started. Goerke had an easy victory, winning in two heats.

In the professional motorcycle race James Hunter won sitting up, lapping both Schultz and Turville.

Two amateur races with an additional consolation event filled out the bill. Warner Beck, of Newark, defeated John B. Hawkins, of the Century Road Club Association, in the three-quarters mile handicap, and Adam Beyerman and William Vanden Dries fought it out in the five miles scratch which carried lap prizes. Beyerman won.

The consolation race was unusual and interesting. Those who had not won a prize during the meet were eligible to compete, and each lap was worth a dollar—which, according to reports, was paid in real cash to the "amateurs"—to the rider who won. The requirement was that each rider had to drop out after he had won one lap, the race continuing until only one man was left, who received a booby prize. Victor Anderson won the first lap and Bernard Fata got the booby prize. The summaries:

Three-quarters mile handicap, amateur—

First heat won by Michael Journey (20); second, Victor Anderson (40). Time, 1:35½. Second heat won by John B. Hawkins (25); second, Edward Weiser (75). Time, 1:36¾. Third heat won by Ivan Mishka, (25); second, Warner Beck (35). Time, 1:32½. Fourth heat won by Ted Weiss (75); second, Clarence Carmen (25). Time, 1:35¼. Final heat won by Beck; second Hawkins; third, Mishka; fourth, Wesier. Time, 1:35¼.

Two miles motorcycle, amateur—First heat won by William Wray; second, Walter Goerke. Time, 2:35¾. Second heat won by Walter Goerke; second, A. G. Chapple. Time, 2:34¼. Final heat won by Walter



Goerke; second, Chapple. Time, 2:38¾.

One hour motor paced, professional—Won by Elmer L. Collins, Lynn, Mass., 41 miles; second, Menus Bedell, Newark, 40 miles 5½ laps; third, George Wiley, Syracuse, N. Y., 39 miles 2 laps; fourth, J. F. Galvin, New Milford, Conn., 37 miles 4¾ laps.

Consolation lap, win-and-out amateur—Lap winners in order of elimination: Victor Anderson, Henry Grom, William Penn. Joe Schuster, Harold Missimer, Conrad Kitszy, John Gross, James Rieber, B. Bergaman, Louis Card, Octave Baertson and Bernard Fata.

Three miles motorcycle, professional—Won by James Hunter; second, Bob Schultz; third, C. Turville. Time, 3:19¼.

Steinert Makes a New Road Record.

Although it was not known at the time, Jerome Steinert, of the Roy Wheelmen of New York, established a 3 mile road record last month. The mark was set when Steinert won the time prize from scratch in the 3-mile handicap that featured the Century Road Club of America's outing at Rye Beach, N. Y. September 12th. Steinert's time was 7:21¾.

STUBBS CLEANS UP AS USUAL

He Wins All His Events in Two Days Meet at Memphis—Incidentally He Professionalizes His Competitors.

Having decided upon a career of professionalism for himself, Robert Stubbs, the Birmingham (Ala.) motorcycle crack, has caused the field of professional riders in the South to be materially increased as the result of the race meet at the Memphis (Tenn.) fair on September 30 and October 2. All the riders who competed against Stubbs automatically professionalized themselves by so doing.

Stubbs made his usual killing, winning every event in which he was entered on both days.

The feature on Thursday, 30th ult., was the breaking of the local track record by Stubbs on his 7 horsepower Indian. Getting away to a perfect start Stubbs circled the mile oval in 55½ seconds, the fastest time ever made upon the course by either a motorcycle or automobile. The old track record was 58 seconds, made by Stubbs last year. Four riders started in the two miles flying start open and for the first one and one-half miles the race was exciting, as a blanket could have covered the quartet. Soon after the half mile pole of the last mile was reached Griffin (N. S. U.) slowed up because of an empty gasoline tank and Richmond (Indian) did not finish. Stubbs easily defeated Joyce, his Birmingham partner, who also was mounted upon an Indian.

In the 10 miles handicap he rode rings around his opponents, lapping Joyce twice. Griffin had trouble and quit at six miles, while Sweet and Richmond, two local riders, had trouble with their machines and never were in the running. Stubbs' time was 9:35 from scratch, a very creditable performance.

As the local motors did not seem to be working properly their two miles race was called off and a mile match between Stubbs and Joyce substituted. This proved to be the real race of the day as Stubbs drew a fine finish and only tagged his stable-mate on the tape.

There were no races on Friday, but Stubbs attempted to lower his mile record of 55½ seconds, made the day previous. The first event was a two miles open which seconds, although he later rode five miles against time in 4:44, which is 16 seconds faster than ever before made on the Memphis track.

The meet on Friday was well attended and some enthusiasm prevailed despite the fact that Stubbs had things all his own way. The first event was a two miles open which Stubbs won easily from Joyce, Sweet, another Indian rider, being third. Griffin was to have been a contender, but he showed so much desire to practice and would not stop running around the track after being

warned that the officials ordered him from the course.

In the five miles handicap Sweet was given a half mile and Joyce a quarter. Stubbs led the way home easily in 5:07½. Sweet being second. The place would have gone to Joyce had he not unshipped a sprocket wheel on the backstretch of the fourth mile.

Although he tried hard Stubbs could not better his time for the mile made on Thursday. He made a fine start but the watches recorded 56½ seconds for the lap. The summaries:

Thursday—September 30.

Ten miles handicap—Won by Stubbs, In-

FOR THE COMFORT OF THE CROWDS

Motorcycle Couriers a Feature of Hudson-Fulton Parade Arrangements—Brought Prompt Medical Assistance.

That the motorcycle is a vehicle of utility has been demonstrated upon sundry occasions, in view of which fact it is not surprising that motorcycle couriers played an important part in the recent Hudson-Fulton celebration in New York City. Along the line of march from 110th street to Washington Square were established various Red Cross relief stations, but as some-

the winning team the riders wish the purse increased to \$5,000, and instead of \$1,000 for second prize, they wish it increased to \$4,000. The other purses also have been materially increased. Third prize is to be \$3,000, fourth prize \$2,000, fifth prize \$1,000, sixth prize \$800, seventh prize \$70, and eighth prize, \$600.

Powers would not say what he intended to do, but it is a safe bet that the race will be held just the same as formerly and that he will not have any difficulty in getting more riders than he requires.

Outbreaks such as this are nothing new to P. T. Powers, and he doubtless will cope with this strike just the same as he has dealt with others of a similar nature. The better class of riders will all agree that Powers has always treated them fairly and frequently given them more than was coming to them and sometimes more than they deserved. The riders who usually make the most noise are those who would have to drive trucks or do some real work were it not for Powers.

Dallas Motorcyclists Organize.

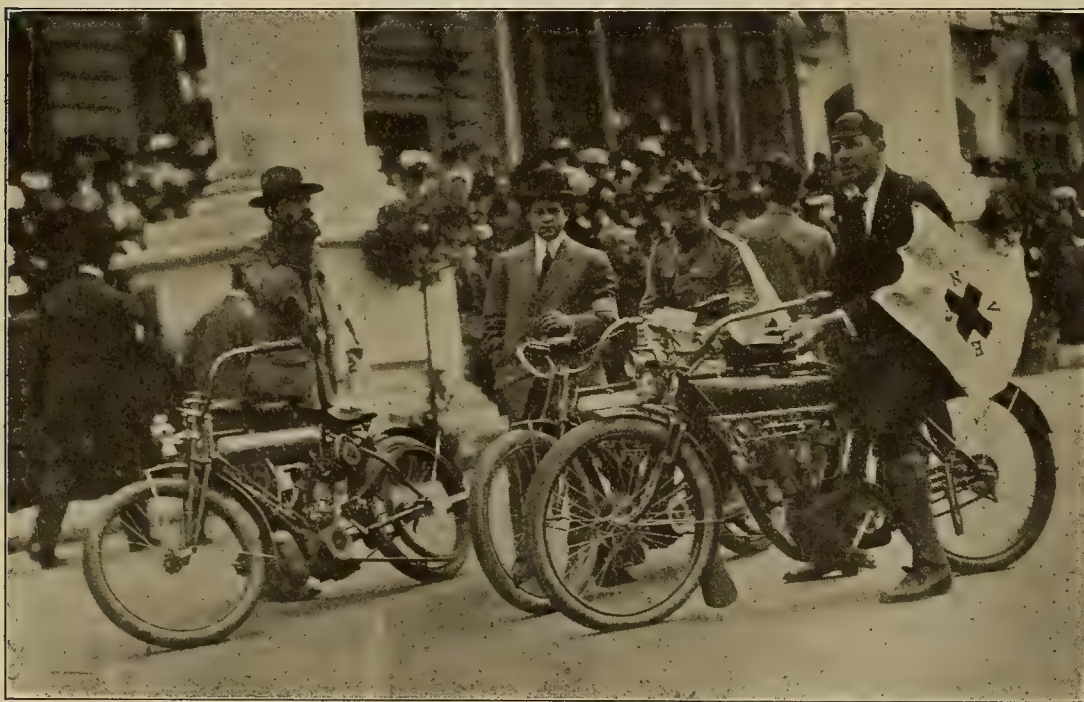
Permanent organization of the Dallas, (Tex.) Motorcycle Club was effected last week and the following officers elected for the ensuing year: R. A. Pickens, president; C. A. Cardwell, vice-president; E. D. Whorley, secretary; W. L. Ruff, treasurer; Olin Brandenburg, captain, and Charles Herling, lieutenant. Twenty-three names were on the roll. The club is formulating plans for the organization of a state association to be composed of all riders in Texas. Circulars setting forth the objects of the movement are being prepared and will be sent to riders throughout the state, who are said to number 1,000. The project will be launched during the coming state fair, when several hundred motorcyclists are expected to be in the city. The club will hold a parade for decorated machines, on the 29th inst. and prizes will be offered for the best displays.

Linden Club Elects Officers.

At its last meeting the Linden Motorcycle club of Brooklyn, elected the following officers: President, Harold Fletcher; vice-president, F. W. Scharen; treasurer, Argyle Pollock; secretary, Walter Savery; captain, W. E. Finley. In addition the following were appointed: First lieutenant, Ellsworth Bennett; second lieutenant, W. Savery; board of governors, W. E. Finley, Ellsworth Bennett, Frank Miller and W. Berman.

Will Warn Motorists of Speed Traps.

As a result of the numerous arrests of motorists for violating the speed law, by the authorities of St. Louis (Mo.) county, the Automobile Club of St. Louis has hired four motorcyclists to patrol the county roads on Sundays and warn motorists of the location of the speed traps, which abound in several sections. The patrol will be kept on duty every Sunday.



MOTORCYCLE COURIERS IN THE HUDSON-FULTON CELEBRATION

dian (scratch); seconds, Joyce, Indian (½ mile). Time, 9:35.

One mile match, flying start—Won by Stubbs, Indian; second, Joyce, Indian. Time, 1:05.

One mile, flying start, against time—By Robert Stubbs. Time, 0:55½ (Record for Memphis track.)

Two miles open, flying start—Won by Stubbs, Indian; second, Joyce, Indian; third, Griffin, N. S. U. Time, 2:09.

Saturday—October 2nd.

Two miles open—Won by Stubbs, Indian; second, Joyce, Indian; third, Sweet, Indian. Times, 1:08½, 2:14½.

One mile against time, flying start—By Robert Stubbs, Indian. Time, 0:56½.

Five miles handicap—Won by Stubbs, Indian (scratch); second, Sweet, Indian (½ mile); third, Joyce, Indian (⅛ mile). Time by miles, 1:10½, 2:09¾, 4:08½, 5:07½.

Youthful Cycle Thieves in Topeka.

So many bicycles have been stolen in Topeka (Kan.) recently that the police believe that an organized band of juvenile thieves are at work. With the arrest of Ernest Lewis, 13 years old, two of the stolen wheels.

times they were quite far apart it was necessary to establish a quick means of communication in case of emergency. Motorcycle couriers were employed to keep an eye on the parade ensemble and in case medical assistance was needed to immediately report to the nearest relief station. There were several instances where the quickness of the motorcycle asserted its value as an emergency vehicle when spectators fainted or were slightly injured in the crush at congested points.

Strike for Bigger Six Days Purses.

After maintaining secrecy for nearly a year, several of the well known six days bicycle riders finally have shown their hand to P. T. Powers, who annually promotes the six days race in Madison Square Garden, New York City. The "hand" consists of a signed paper demanding a material increase in prize money for the forthcoming race. Although it was known that such a paper has been in existence since the last race, the news has been kept a secret until last week. It came out when several riders visited Powers's office and showed their "hands."

Instead of \$1,500 to be divided between

UNCLE SAM SCARES JOHN BULL

Evans on American Motorcycle Leads in Isle of Man Race, but Stops for Fuel
—Collier Passes and Wins.

Because of the appearance and performance of an American machine piloted by a British rider, the annual Tourist Trophy race on the Isle of Man, which occurred on the 24th ult., this year held more than

dian) was in second position and upon elapsed time was leading, having advanced from seventh to second position, in the first lap. The circuit measured about 15.8 miles. Wells, the other rider of an Indian, retired after the first lap as he had injured his foot the day before while practicing.

The first round was replete with incidents. Besides Wells's retirement, Feed (Dot-Peugeot) seized a piston, W. I. Bentley (Rex) ran into a wall at Ballacraigne, C. R. Collier's (Matchless) belt came off

his total time being 37:43, while Collier's was 38:40. Marshall had worked into third position, Dayrell was fourth and Godfrey fifth. There were several retirements, but not nearly so many as in the first round. Ellis (Rex) withdrew with an overheated engine, and a cylinder head blew off White's Brown. H. L. Cooper (Triumph) went out with a broken valve tappet.

The positions of the first four riders were unchanged at the ending of the third round, Evans still maintaining his lead over Collier, the former's total time for the three laps being 56:43, as against 57:29 for Collier. Smith (Rx) went out with a seized engine and Stanley (Premier) decided he had enough after getting a bad fall near Peel. The other retirements were Wilson (Rex) with a burst tire and Clarke (C. F. N.) with a broken shaft.

Evans finished the fourth lap in 1:15:46, and seemed to have the race well in hand at this stage as he had gained several minutes on Collier, whose time for the same distance was 2:18:51.

At the ending of the fifth round Evans still led in 1:35:5, Collier finishing the round in 1:37:00 and Marshall in 1:38:50. The only retirement was that of R. M. Brice (Brown), whose valve broke and smashed the piston.

It was in the sixth round that the complexion of the race changed. Evans then stopped to replenish his oil and gasoline and he lost so much time that Collier forged to the front and led at the ending of the round by 1 minute 18 seconds, his total time being 1:55:59. Both the Bashalls



THE START OF THE TOURIST TROPHY RACE

cursory interest for Americans. The race now is the most important road event of the sort and for the first half of it, G. Lee Evans, who rode the American machine, a 5 horsepower Indian, gave the patriotic natives cause for "that queer feeling." He took the lead from the start and seemed to have victory well within his grasp, when he stopped for fuel. When he restarted, he was unable wholly to regain his stride and had to be content with second place.

The race was won by H. A. Collier, on a 5 horsepower Matchless, with Evans, astride a 5 horsepower Indian, a close second, as stated. The race was open only to stock touring models of both single and multiple cylinder, the former being limited to 500 cubic centimetres piston displacement and the latter class to 750 cubic centimetres. Apart from Evans's performance, the feature of the race was the remarkable showing made by the single cylinder machines, for although twin cylinder motorcycles won first and second positions, third, fourth and fifth places fell to riders of singles.

The weather was fine and warm when the riders, 54 in number, were lined up for the start. At 22 minutes past 10 o'clock the first two were sent off and the remaining contestants in pairs every half minute. As soon as the last man had been sent off the crowd settled itself down to watch for the first arrival and hardly had they done so than a policeman's shrill whistle announced the first comer. Eyes were strained and necks craned to get a glimpse of the first arrival, who proved to be Marshall (Triumph), but Evans (In-

and jammed the wheel, damaging it; H. Gibson (Triumph) fell, loosening his exhaust lifter and jamming his brake; Carter (Rex) punctured and retired as he had no



GENERAL VIEW AT STARTING POINT OF TOURIST TROPHY RACE

repair outfit; Bagshaw (Rex) also was put out with a burst tire; Blake (Triumph) fell at Ballacraigne and injured his arm, and Harry Martin (Martin) went out with broken front forks. The fastest time the first round was made by Evans on the Indian, who was clocked in 18 minutes 45 seconds, H. A. Collier being second in 19:25. Dayrell was third, Godfrey fourth, Bowen fifth and Stanley sixth.

In the second round Evans not only still maintained his lead, but gained on Collier,

—W. H. and J. T.—on Bats were out, the former having a fall which resulted in damaged foot rests and a broken oil pipe, and the latter with a leaky oil pipe.

Up to this time Evans had made such a splendid ride that the crowd fully expected to see him cut down the lead he had lost to Collier and therefore it was a great surprise at the ending of the seventh round, covered by Collier in 2:24:38, to see that Marshall had routed Evans from second position. In the succeeding lap, however,

Marshall broke an exhaust valve, and quit the running. Evans regaining second position by the accident. Five more riders went out in this circuit from a variety of causes, the unfortunates being Drury (J. A. P.), Perryman (Norton), Lord (Rex), Myers (Scott) and Bowen (Bat).

In the last two rounds the excitement was intense, as Evans still had a chance, while a fierce fight ensued for third place between Godfrey and Newsome. Collier, however, was riding superbly and in the tenth lap it was seen that Evans did not have a chance. Collier finished in 3:13:37½, his average speed being 49:04 miles per hour. Evans was second in 3:17:35½, or an average of 48 miles per hour. Newsome managed to defeat Godfrey for third place.

Of the 19 riders who finished, 17 had machines fitted with Bosch magnetos, the first seven finishers being so equipped. The finishers, machines and times were as follows:

	H. M. S.
1. H. A. Collier (5 horsepower Matchless-J. A. P.).....	3 13 37½
2. G. Lee Evans (5 horsepower Indian)	3 17 35½
3. W. F. Newsome (3½ horsepower Triumph)	3 31 10
4. O. C. Godfrey (3½ horsepower Rex)	3 31 31½
5. C. B. Franklin (3½ horsepower Triumph)	3 40 31½
6. F. A. Applebee (5 horsepower Rex)	3 42 24½
7. J. D. A. Munro (5 horsepower Bat-J. A. P.)	3 46 15½
8. B. V. Jones (3¾ horsepower Premier)	3 46 16½
9. A. J. Moorhouse (5 horsepower Rex)	3 46 54½
10. H. V. Colver (3½ horsepower Matchless-J. A. P.)	3 55 8½
11. W. Creyton (3½ horsepower Triumph)	3 55 10
12. J. Giuppone (3½ horsepower Peugeot)	3 57 49
13. J. Lang (5 horsepower Tee Bee-J. A. P.)	4 0 53
14. W. G. McMinnies (3½ horsepower Triumph)	4 4 2½
15. J. Stewart (3½ horsepower Triumph)	4 10 45½
16. H. R. Fowler (5 horsepower Rex)	4 15 47½
17. T. Greer (5 horsepower Rex)	4 29 29½
18. A. J. Sproston (5 horsepower Rex)	4 56 32½
19. P. Butler (5 horsepower Dot-Peugeot)	4 58 50

Motorcyclist Feasts Chicago Friends.

One of the little instances that go to make life worth while and one also that shows that the good fellowship, which marked the earlier days of the bicycle is not entirely lacking in motorcycling, occurred on Sunday last, 2nd inst., at Crystal Lake, about 60 miles from Chicago, when Dr. W. M. Freeman entertained 24 Chicago motorcyclists at a duck dinner.

Dr. Freeman is an enthusiastic devotee of the motorcycle, and last year he invited a number of Chicago Excelsior riders to partake of his hospitality at Crystal Lake. That occasion was so enjoyable that this year Dr. Freeman numerically enlarged his invitation list to twice that of last year, and there were but two absentees—one being in the hospital with appendicitis, and the other getting lost en route.

Twenty-five riders started from Chicago at 7 a. m., and with the single exception of one, whose scorching proclivities led him astray, arrived at Crystal Lake about 11 o'clock, where Dr. and Mrs. Freeman, who herself is an enthusiastic participant in



DR. AND MRS. W. M. FREEMAN

many of her husband's trips, threw open the house to the dusty wayfarers.

The bracing morning air had whetted appetites so it goes without saying that when dinner was announced there was an eager procession toward the dining room. And what a feast! Besides being an enthusiastic motorcyclist, Dr. Freeman is handy with the shot gun, and Crystal Lake yielded sufficient Mallard and pin-tail ducks to satisfy even the keen appetites of twenty-four Chicagoans. It may not be amiss to mention that under the skillful direction of Mrs. Freeman they had been roasted and stuffed in a manner that would make the king's chef turn green with envy.

After singing "Excelsior" and proclaiming Dr. and Mrs. Freeman the best or "jolly good fellows," the return to Chicago was commenced, and it might be remarked that it took a much longer time to reach the Windy City than it did to arrive at Crystal Lake.

Ollerman and Cook Win at Milwaukee.

The two handicap motorcycle races which were accorded a place on the program of automobile races held at Milwaukee, Wis., on Saturday last, 2nd inst., were a great deal more exciting than any other events judging by the applause of the spectators. The first event was a five miles handicap and Frank Ollerman (Harley-Davidson) with a handicap of 1:40, finished first in 6:15. Ray Milbrath, on a similar machine and with the same allowance, got second. Ralph Sporleder (Indian) with 45 seconds' allowance, was third. Oakley Fisher (Harley-Davidson), who started from scratch,

covered the distance in 5:49½. In the 10 miles handicap G. W. Cook (Indian) won with a handicap of 2:20, covering the distance in 11:18. Fisher was second and Sporleder third, both having started from the one minute mark. Ollerman with 2:50 was third. Harvey Bernard, on a 7 horsepower Harley-Davidson, was the scratch man and was going great guns when he threw his rear tire in the third mile, which of course put him out of the running.

Curbstones Default to the Crescents.

Owing to the non-appearance of the team from the Curbstone Wheelmen the scheduled unlimited team pursuit race between that organization and the Crescent Bicycle Club, was forfeited to the latter at Baltimore Saturday last, 2nd inst. Thomas S. Taylor, of the Crescents, rode a lap around the quarter mile track at Patterson Park to clinch the cup. The race originally was held at Clifton Park on July 5 and was won by the Crescent team, but the officials declared that the defeat of the Curbstones was the result of a mistake of one of their number and they ordered that the race be re-run. The Crescents protested, but decided to abide by the decision and race again. After much delay arrangements were made to hold the race at Patterson Park Sunday afternoon and the Crescents were on hand, but as only one man from the Curbstones was in evidence and he did not want to ride, the officials were compelled to forfeit the race to the Crescents.

Motorcyclists "Serenade" Newly-Weds.

When Warren K. Henning of Cincinnati, (O.) returned with his bride recently from their honeymoon, they were given a novel serenade by fifteen members of the Cincinnati Motorcycle Club, of which the groom is a member. Creeping quietly up to the residence of the couple, the riders jacked up their machines as close to the windows as conditions would permit, set the engines going, and opening the mufflers, caused a racket that would drown the noise of a battery of gattling guns. Soon the much surprised newly-weds appeared at the window and acknowledged the novel welcome, after which they were given a handsome present. What the neighbors thought of the "serenade" is not stated.

Motorcycle Races Eclipse Equines.

Two motorcycle races proved far more diverting than the horse races at the closing day of the Binghamton (N. Y.) fair on Saturday last, 3 inst. The 5 mile race for multicylinder machines was taken by C. K. Ball (Reliance), F. Moore (Indian), being the runner-up. B. Bailey (Reliance), was the only finisher in the 5 miles for singles, J. Clarke (M-M) retiring early. Ball was the other starter, but ran into the fence and broke a pedal, and injured his leg. William Brown did not start and protested the awards, claiming that some of the machines entered were not strictly stock models.

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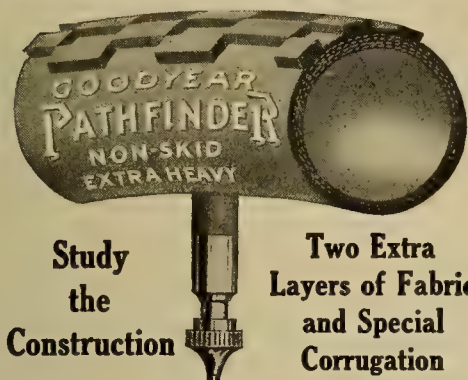
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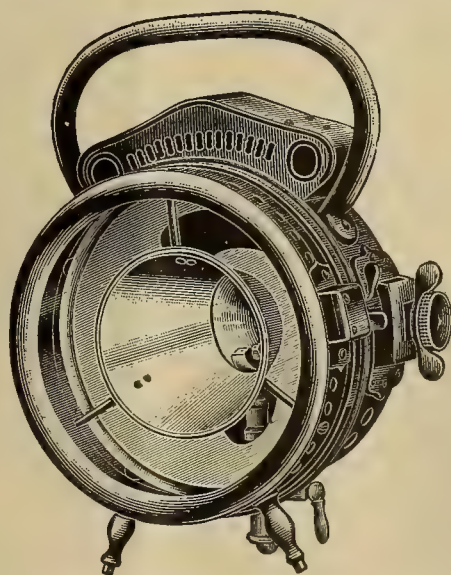
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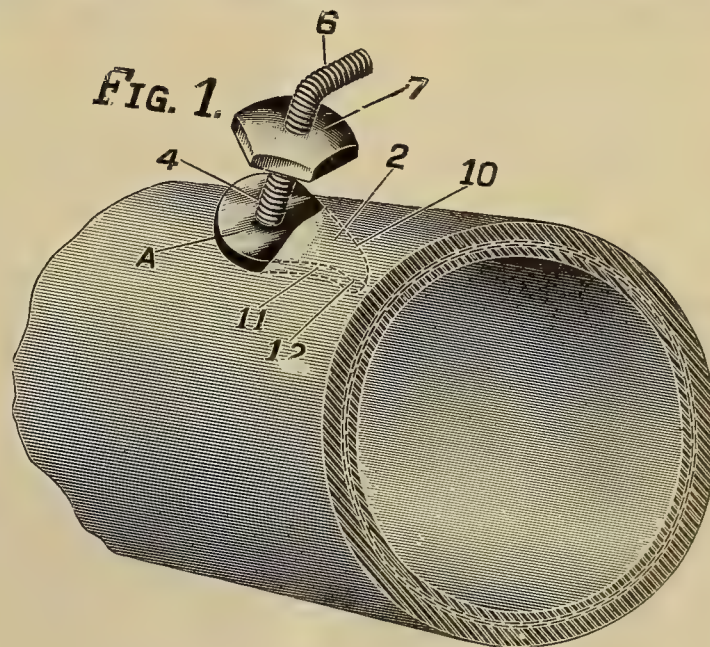
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ADVANTAGES OF THE LONE TOURIST

Conditions that Tend to Develop Resourcefulness—How They Create and Foster the Spirit of Exploration.

Lord Rosebery, in a speech on cycling, is reported to have made the very true remark that, whatever might be said of the pastime, at all events it created a set of hardy explorers who would always be useful to the country. How true this is the cycling tourist knows, for how often is he thrown on his own resources to ascertain his present position and future direction, and in that way his powers of observation of landmarks, the contour of the country and the direction of streams becomes developed; and again, in the case of a smash, he has to contrive in some way to make his mount rideable, or, at all events, wheelable, all which things tend to give the self-reliance, keenness of sight, and quickness of decision which make the explorer. If this is true of cycling in general, much more so is it of solitary touring on a cycle, says the C. T. C. Gazette.

In really wild scenery a man will see more of Nature's beauties, drink them in more keenly, acclimate himself more readily to his surroundings, and in consequence probably get greater benefit from his holiday than in company with another, however sympathetic that other may be; in tame, humdrum, and merely pretty surroundings the advantage of being alone is not so noticeable. Again, a solitary wayfarer will obtain more information and more interesting converse with the natives by the roadside or the chance fellow guests at an hotel than a party or even a couple would.

Plans are more readily changed; and how

often does the route mapped out readily enough at home turn out not to be the easiest or most interesting, and how awkward it is if the wind will persistently blow from that point of the compass towards which "Harris" has set his mind on traveling. Again, how pleasant it is to take a holiday from a holiday, and instead of sticking rigorously to the road day after day, to take a good ramble over the mountains, or a steamer trip by loch or sea. It is quite true that two or three can do these things as readily as one, but it is not always possible to get them to agree to do so.

Of course, the solitary tourist must be full of resources in himself, otherwise he will find his own company a bore. In the first place, he must be really fond of the beauties of Nature, and not merely apt at gushing and rhapsodizing about them; he must have the bump of locality, and be able to find his way about, or, in lieu of this, he must be good-natured, and able to enjoy a laugh at his own quandaries and misfortunes; he must know his own physical powers well, and take care not to overtax them, for, as a matter of practical experience, it will be found that the solitary one will cover a greater average daily mileage than a party, and, indeed, it requires a good deal of self-restraint to keep one's self from pushing on too rapidly. Lastly, he should be sociably inclined, which at first may seem somewhat paradoxical, but is not so in reality, for much of the pleasure of solitary touring will be found in the free and open converse which can only be had between intimate friends and absolute strangers.

If, however, a spell of bad weather sets in when the tourist is in some empty, desolate tourists' hotel, with a German waiter, a manager for the "season," and no gregarious native, then, indeed, his lot is hard to bear. Again, his pack must of necessity be heavy, for he alone has to carry his

maps, guides, tools, etc. Added to this, there is the yet more serious question of accident; should the machine break on a bad descent, his wheel skid on wet ice on a mountain pass and hurl him down the mountain side, or any other disagreeable and probably unlikely contretemps arise, his case is a bad one. Even yet the "road hog" is not an entirely obsolete animal, and many a tourist coach driver is full of jealousy at loss of fares, and is none too careful in meeting a strange cyclist, and in some cases even deliberately drives him down. In these cases a companion is a useful nurse or witness, as the case may be.

Where Root's Popularity is Solid.

They were in Fogler's dressing room at the Newark Velodrome, when "Bone Head" Barry, who sells photo-post cards of the bicycle riders, wandered in out of the rain. "Hello, 'Bone Head,'" greeted Fogler. "How's the post card business?"

"Pretty fair."

"Whose pictures sell the best?" inquired Fogler.

"I don't know," replied the post card vendor. "Kramer, I guess; although a lot of people buy Clarke cards."

"Well, I'll bet you never sell any of me," spoke up Ed. Root.

"Oh, yes, I do," interposed Barry. "I sell a dozen of your pictures every Sunday."

"Gee, that's funny," said Root. "I didn't know I had that many friends in the world. Who buys them?"

"Well, your wife gets twelve every Sunday."

And "Bone Head" ducked through the door just in time to miss a pump that was hurled at him.

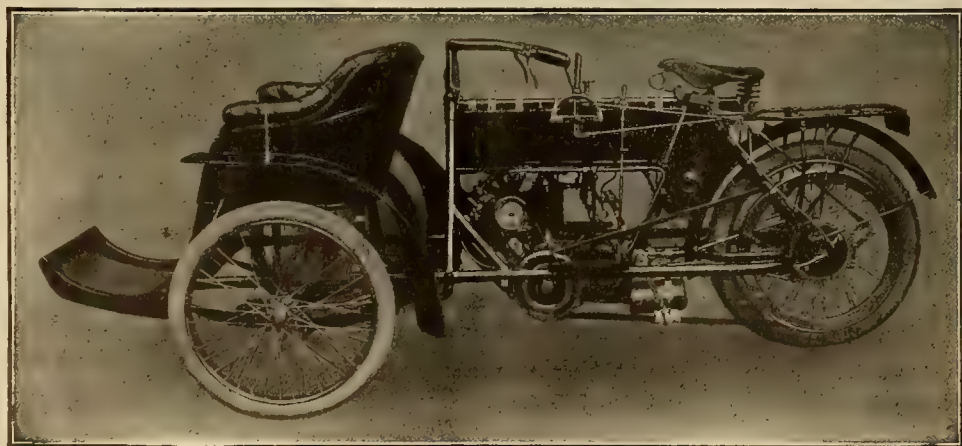
The Rattling of the Skeleton.

Before he became a "champion" bicycle rider Benjamin Franklin Hill, of Newark, was a grave digger.

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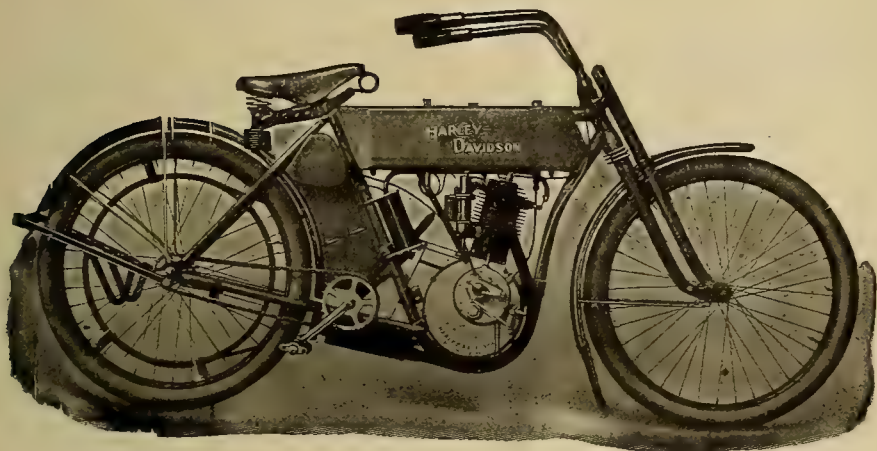
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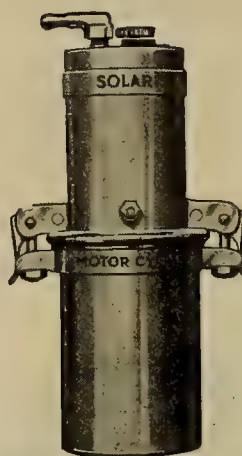
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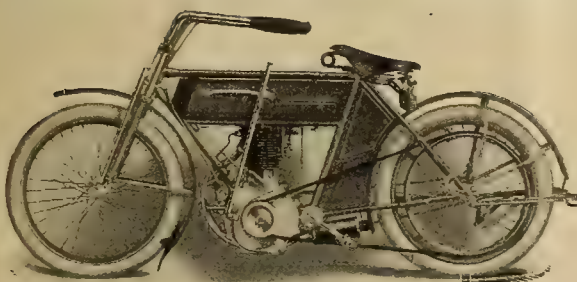
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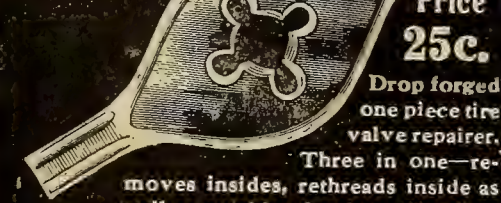
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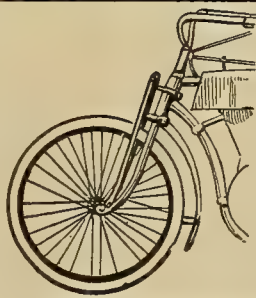


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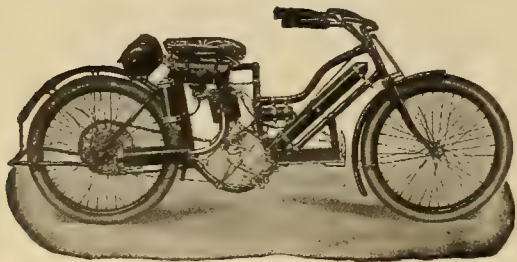
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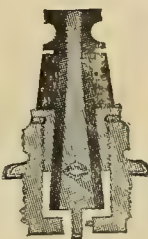
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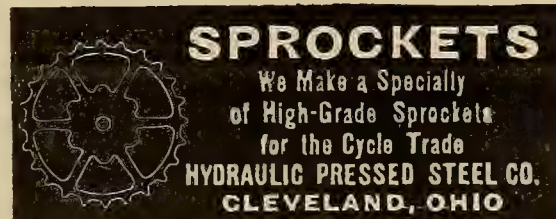
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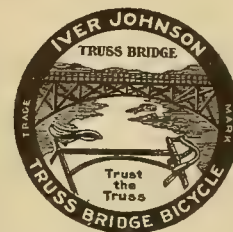
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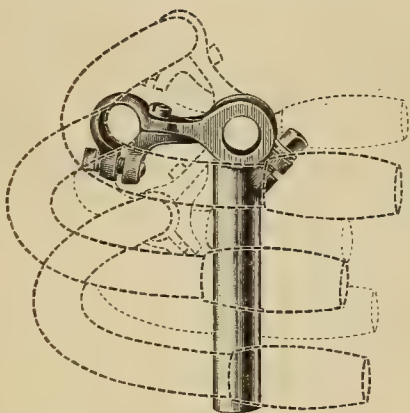
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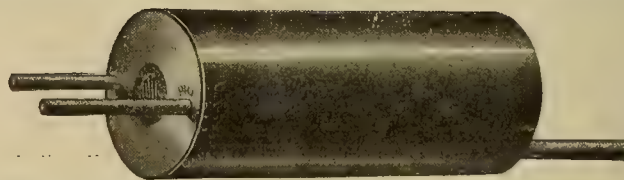


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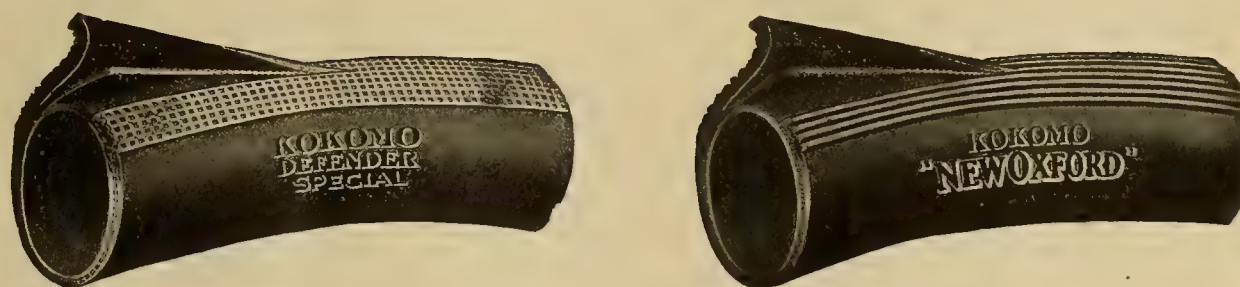
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This *Thor* Four can do more than you expect. It's the height of motorcycle construction. If ever there was a motorcycle, it is one. If you are inquisitive, write. If you are wise, secure the agency at once. The *Thor* IV is not only the most up-to-date motorcycle, but a mechanical wonder.

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 DENVER—Fred Williams, 224 Sixteenth St.
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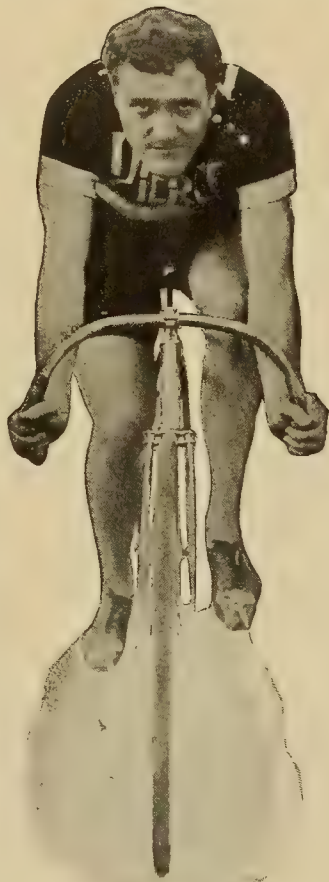
Thor

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.



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At the Newark Velodrome on Sunday, October 3rd, Frank L. Kramer, mounted on a PIERCE RACER, won his final points and secured for the ninth consecutive time the National Cycling Championship.

Kramer has won every championship on the PIERCE; he will ride no other bicycle.

We claim superiority over every other make and prove it by actual performance.

WE ARE CLOSING CONTRACTS FOR 1910, AND WILL BE PLEASED TO DEMONSTRATE TO ANY BICYCLE DEALER HOW HE CAN INCREASE HIS PROFITS FOR 1910 BY HANDLING THE PIERCE.

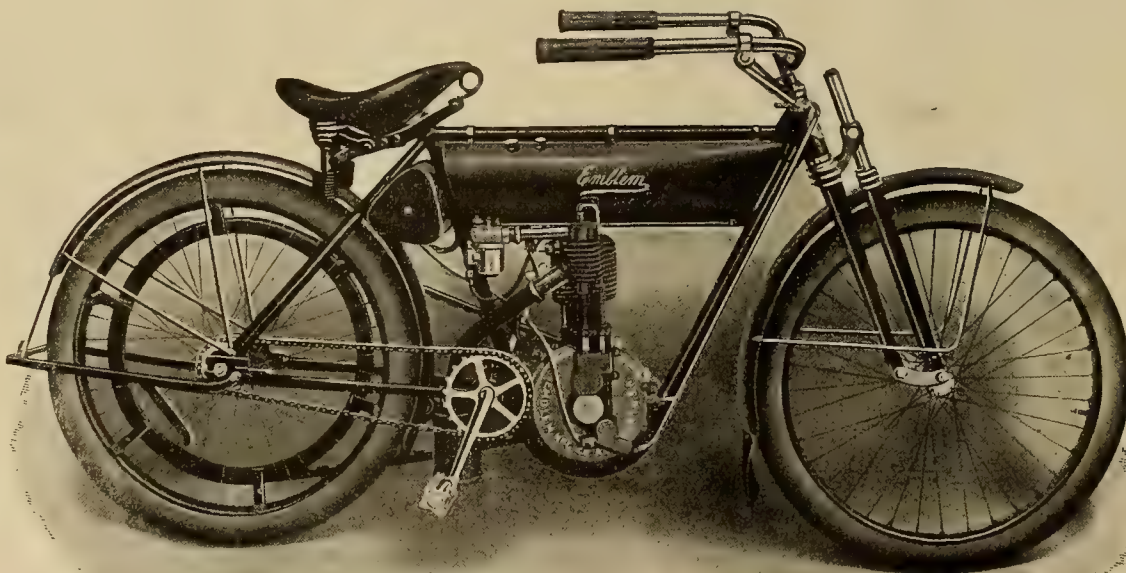
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will be more conspicuous than ever in the 1910 models and the addition of a 7 horsepower "twin" will round out the line.

3½ Horsepower
Single Cylinder
4 Horsepower
Single Cylinder
7 Horsepower
Twin Cylinder



Placing Agencies now.
WANT ONE?
It is the best
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of all.

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COLUMBIA

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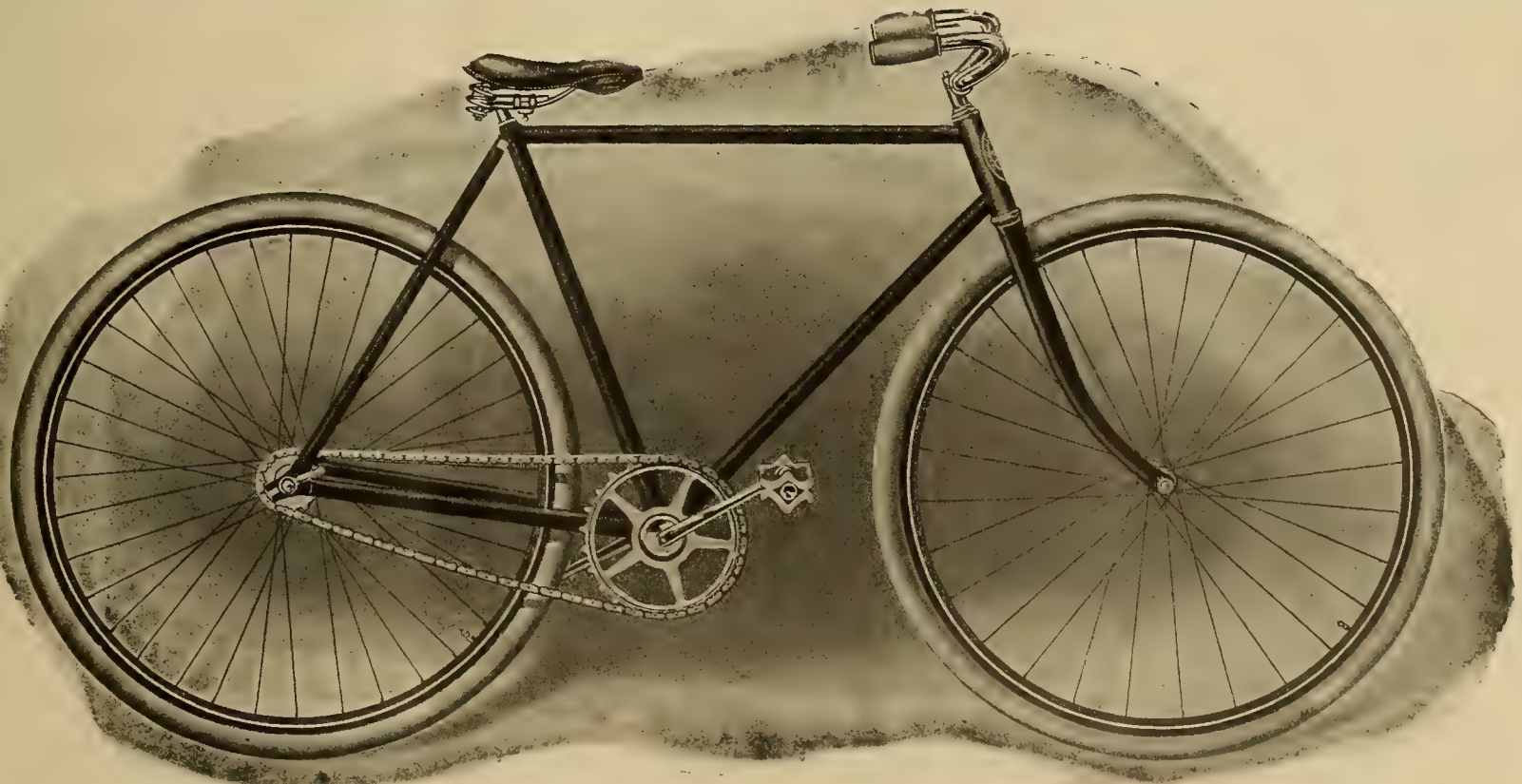
NOW is the time to contract for the season of 1910. Have YOU made *your* arrangements? The hundreds of Columbia dealers who have already closed with us are full of enthusiasm for the new line. They have good reason to be. Not in many years have they seen such fine bicycles or such prospects for a large business.

The new season has opened with a swing. OUR business is far ahead of the corresponding period last year. Why not write us *today* regarding our proposition? Everyone will admit that it pays to sell the *live line*, the *successful line*. Let us tell you all about the 1910 Columbias—the NEW SPRINT MACHINE, the DAILY SERVICE, the \$30 TWO-PIECE HANGER BICYCLE, and the others. Also about the Pope Spring Fork, the new equipments and the dozens of 1910 features.

1910 Columbia Catalogue on the Press.

THE POPE MANUFACTURING CO.

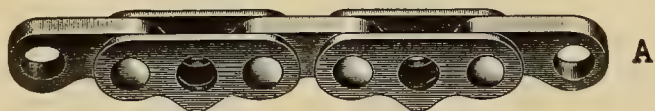
HARTFORD, CONNECTICUT

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1910 \$40 COLUMBIA ROADSTER



"Whitney" Chains are made in one of the most modern of American fire-proof factories.



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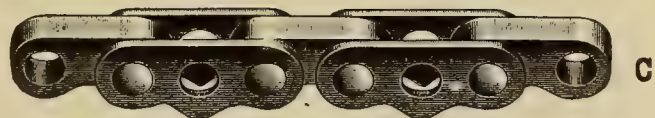
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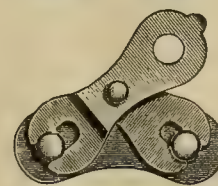
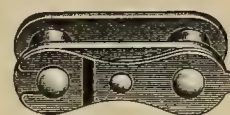


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If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
For Motorcycles, Etc.



**New Patent
Safety
Connecting
Links**

For Bicycle and
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Hartford, Connecticut

What Does It Mean?

To cover 1089 miles in 24 hours, and hold every record
1 mile to 1000 miles ?

To win 2d in British "Touring Trophy," 158 miles
against the pick of Europe ?

To hold the record San Francisco-New York; New York-
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English 6 Days Trials; medals in F. A. M. Endur-
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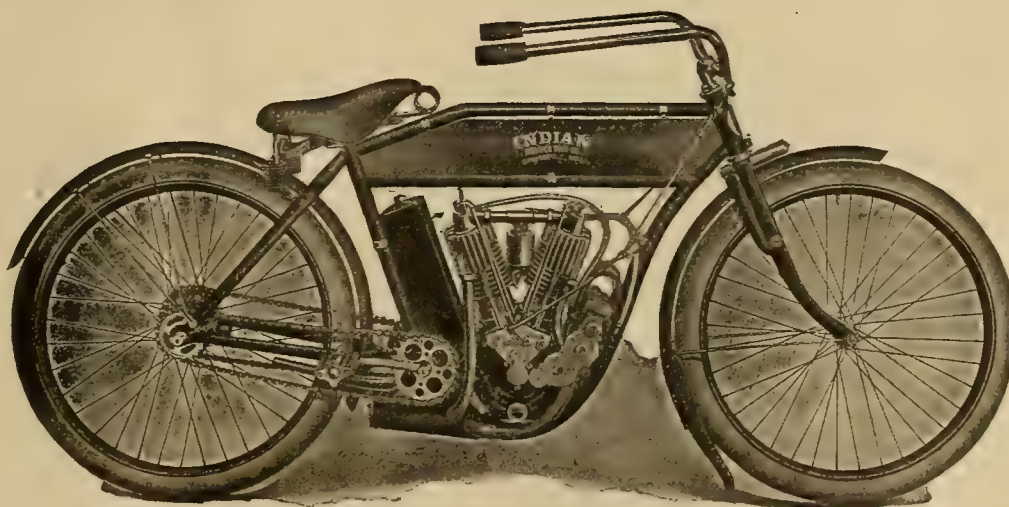
To hold records in every mountain or hill climb of im-
portance in this country; Mt. Washington, Lookout
Mountain, Grant's Despair—all GENUINE ?

It Means—

THE INDIAN

**Is Miles Ahead—Years Better
Than Any Other in the World**

**INDIAN
QUALITY**



**INDIAN
POWER**

The Machine That Does It

HENDEE MANUFACTURING CO., Springfield, Mass.

Member Motorcycle Manufacturers' Association.

CHICAGO BRANCH—1251 Michigan Avenue.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

Bother with cracked treads and separated
fabric plies is unnecessary.

Morgan & Wright Motorcycle Tires

are positively proof against such trouble.

Our tires are made out of the most tenacious, resilient rubber known—the pure Para gum, which comes directly from the Amazon region. Such rubber, after being subjected to our special wrapped shaped method of construction (not the ordinary moulded method now in common use) has no tendency to crack or separate, even under the severest usage.

This explains why such reports as the following are of such frequent occurrence.

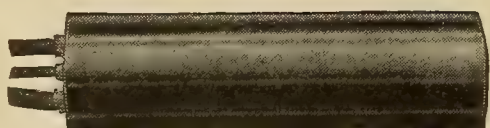
San Francisco, Cal., September 19th.—Balke established new Tanforan track record for 1 mile—time 54 $\frac{3}{4}$, and broke all of the track records from 1 to 5 miles in the five-mile free-for-all. He rode Morgan & Wright tires.

Milwaukee, September 27th.—Morgan & Wright tires won 6 out of 7 events at the Motorcycle Race meet.

Fort Collins, Colo., September 29th.—Morgan & Wright tires won all 7 events on the race meet program.

All the fastest riders swear by them.

MORGAN & WRIGHT, Detroit



What's the use of accepting anything less than the best, when the best is available?

PITTSFIELD IGNITION SYSTEM

is available to every motorcycle maker and rider.

Certain ignition begets a feeling of security. Pittsfield Ignition supplies it.

Pittsfield Coils don't break down or short-circuit. They intensify the spark to an efficient degree, constantly and with unvarying precision.

Pittsfield Motorcycle Spark Plugs shoot the spark to the mixture every time—not some times—and Pittsfield quality of mica insulation doesn't crack; it is practically solid.

Pittsfield Special Electrodes give the maximum resistance to the high-tension current.

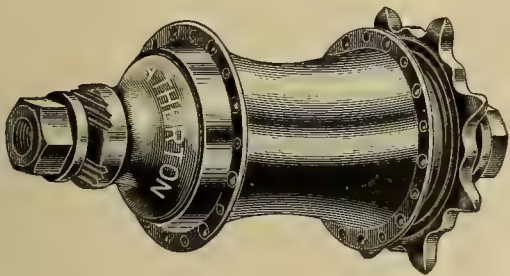
Coils for single and twin cylinders—flat or conical ends.

PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

Armless and concave, the new Atherton Concave Coaster Brake has less complication and more actual "features" than any you have ever seen before! It is the latest word in the coaster brake art. Watch it "grip" the trade!

Here is the way it looks on the outside. The barrel is concaved to a pleasing general outline. The large cone has a milled and corrugated outer end which fits into and against any standard fork end, obviating the necessity for a side arm. The whole brake is lighter in weight and smaller in diameter than previous models.

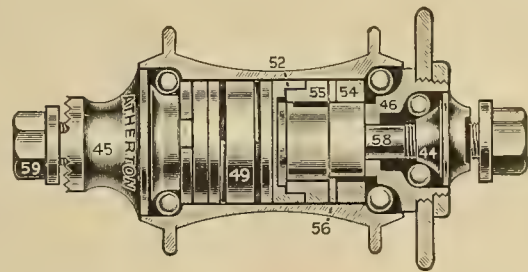


But it is the inside of the new Atherton concave coaster brake that most radically marks it from all others. It has no endwise sliding parts, and no "jamming" end strains. No screw travel movement.

Forward drive is positive, an eccentric cam forcing two semi-circular levers against the inside of the hub barrel, gripping the barrel quickly and firmly.

In coasting, the levers release perfectly clear of the barrel, letting the wheel run absolutely free on its bearings.

Back pedaling revolves another eccentric which forces two small wedges between the friction sections and presses them against the inside of the hub. The braking parts are made of anti-friction metal, and they neither lose their temper by heat nor roughen up by frictional contact with the hub barrel.



The concave barrel may be reversed at any time, if after long service it becomes a little worn, thus securing a fresh contact. At no time is there any end pressure on the ball bearing or running parts of the brake.

Offered as the most advanced and perfect coaster brake on the market.

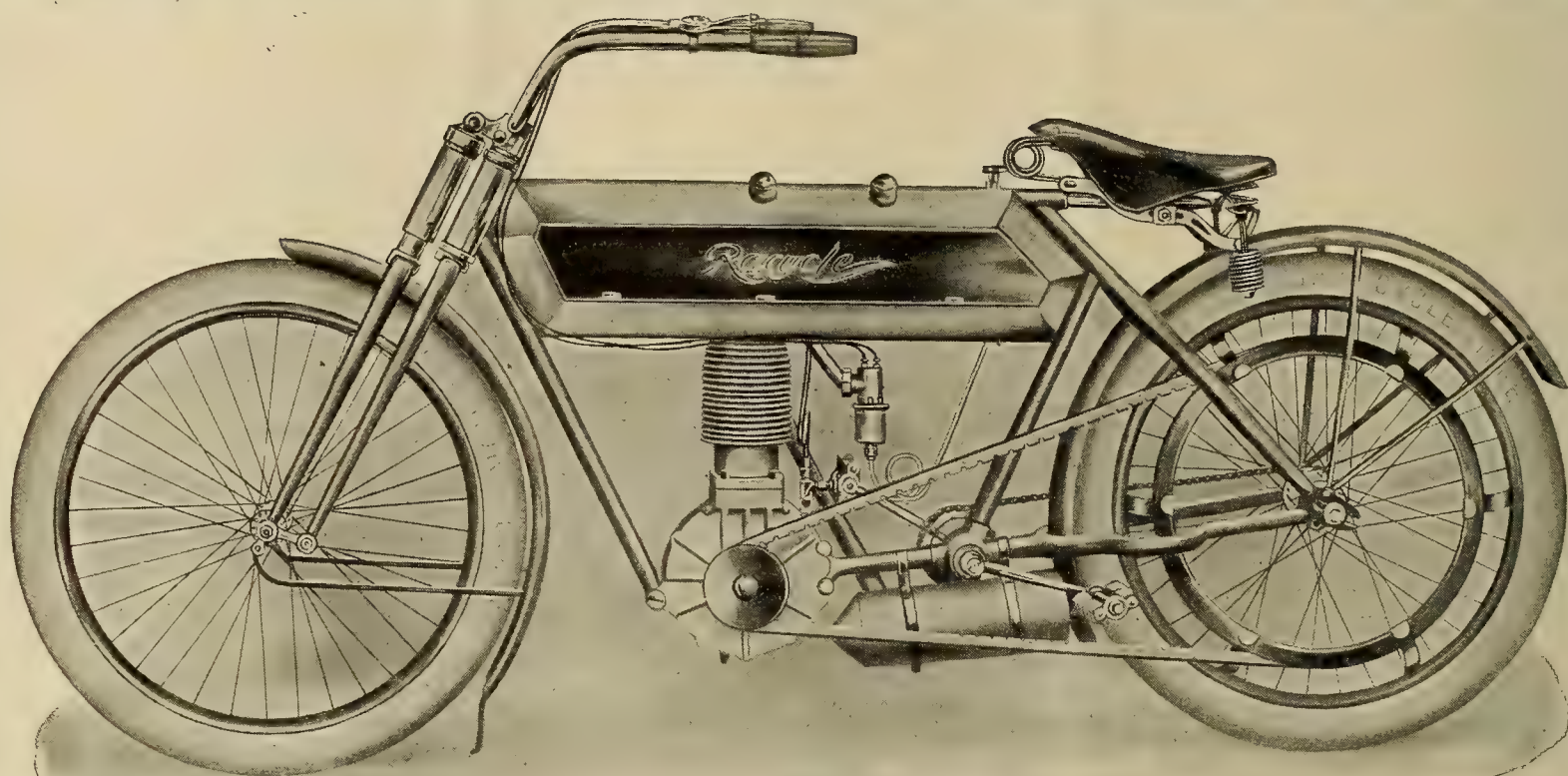
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THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, October 16, 1909.

No. 4

NEW YORK ALLOTS SHOW SPACE

Twenty-one Motorcycle Exhibitors are Provided for—Mix-up Over Chicago Show Causes Unusual Situation.

On Thursday of this week, at the headquarters of the Association of Licensed Automobile Manufacturers in this city, allotment of space was made in the motorcycle section of the forthcoming automobile show to be held at Madison Square Garden, January 8th to 15th, a total of 21 exhibitors being accorded places. Three of them, Miami, Emblem and Marvel, have never before been represented at the show. Owing to the increased demand of motorcycle manufacturers, approximately 800 more square feet was set aside for them than on the last occasion, and no provision was made for jobbers and accessory people who have exhibited in the section in former years.

The following concerns were allotted space: Hendee Mfg. Co., Aurora Automatic Machinery Co., Reading Standard Co., Merkel-Light Mfg. Co., American Motor Co., Greyhound Motor Works, N. S. U. Motor Co., Royal Motor Works, Consolidated Mfg. Co., New Era Gas Engine Co., Harley-Davidson Motor Co., George N. Pierce Co., Marvel Motor Co., Excelsior Supply Co., Herring-Curtiss Mfg. Co., Emblem Mfg. Co., Miami Cycle & Mfg. Co., F. A. Baker & Co., Eclipse Mfg. Co., the Bicycling World and Motorcycle Review, and Motorcycle Illustrated.

The allotments for the Chicago show have not yet been made, but it is known that there are more applicants than there is space to be allotted and that several well known manufacturers are likely to be left out. It is said that due to the understanding that the members of the Motorcycle Manufacturers Association would stand together and apply in a body, they withheld their applications until the very last moment and then only to discover that the other members of the asso-

ciation had acted individually. According to the managers of the Chicago show the only chance those who thus were shut out will have of now obtaining space rests with the Motor and Accessory Manufacturers, Inc. If this organization finds that it has space to spare the surplus will be given to the waiting motorcycle manufacturers. This likelihood, however, is so small as to be microscopic.

McGuire to Leave the Consolidated.

W. F. McGuire, who since 1906 has managed the Consolidated Mfg. Co., Toledo, Ohio, has resigned to accept a position with the Ford Motor Co. in Detroit; he will take up his new duties November 1st. The Consolidated company will be operated by W. J. Welsh, W. C. Alcorn and A. B. Coffman, who have ably assisted Mr. McGuire in building up the business to its present proportions and who, of course, are intimately familiar with everything bearing the names Yale and Snell.

Harley-Davidson Triples Capital.

The Harley-Davidson Motor Co., Milwaukee, Wis., last week certified to an increase of its capital stock from \$35,000 to \$100,000, the second time within a year that its growing business made such an increase necessary. The big addition to the company's factory is nearing completion and is expected to permit of an output of some 3,000 motorcycles for the 1910 demand.

Green Purchases Bankrupt's Assets.

The stock of the bankrupt American Motor & Cycle Co., Battle Creek, Mich., which was disposed of at the receiver's sale on Monday last, was purchased by Charles C. Green for \$1,425.93, its appraised value. The business will be continued by a co-operative association of which Mr. Green is treasurer.

Motorcycles Get into Jackson, Tenn.

J. T. Baxter, Jackson, Tenn., has taken up the sale of motorcycles. He is handling the N. S. U. line.

PERSONS FULL OF GOOD CHEER

Returns from Pacific Coast with Fat Order Book and Encouraging Reports—But Leather Supply Causes Concern.

C. A. Persons, president of the Persons Mfg. Co., Worcester, Mass., stopped over in New York on Saturday last en route home from his annual visit to the Pacific coast, which this time included a side journey to his old home in Georgia, which he had not visited in nearly 20 years. Persons was accompanied by his family and he expected to combine business with pleasure, but before he got much more than half way around, he says he had to cut out most of the former, as with the orders for saddles already piled up, those he received practically congested his factory.

"It may sound odd, but it's true," he remarked, and added, "and I don't mind telling you that in my nearly 18 years in the business, this was the first year that our plant was forced to work overtime during the summer months. During late years I've had some fine trips to the coast, but the business booked on this occasion puts the record of previous years in the shade. Much of it was rush business, too. The jobbers desired the orders wired to Worcester. As a reflection of the prosperity of the West and of the healthy condition of the bicycle and motorcycle trade, I think it is encouraging to everyone concerned."

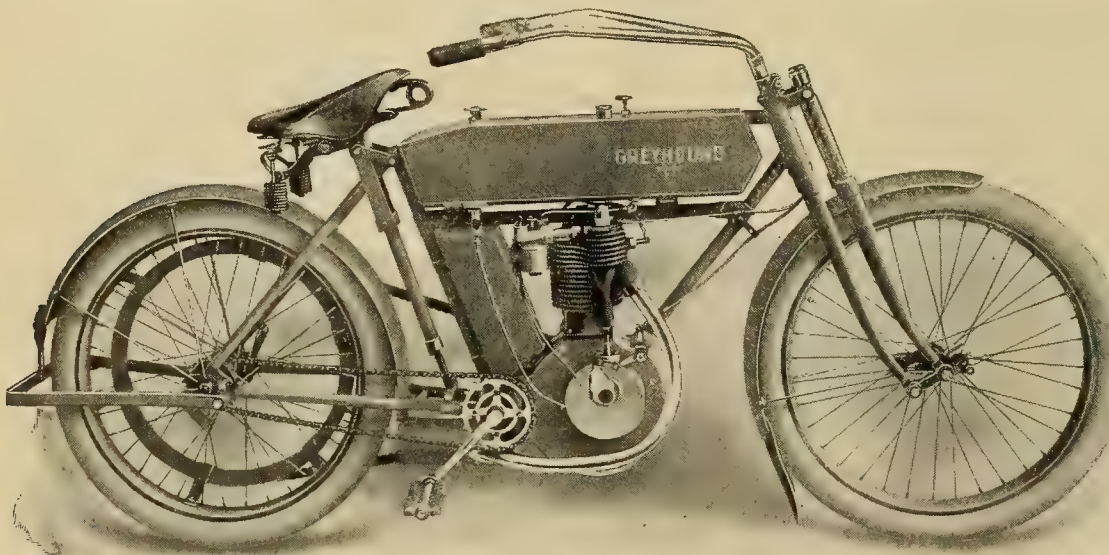
The shortage of leather and the consequent increase in the price of it, which already is making itself felt in other industries, Mr. Persons said, may sooner or later affect the price of saddles. Within two years it has advanced from 20 to 52 per cent., while green hides which were considered high at 12 or 13 cents per pound, are now held at the record price of 18 cents. The demand has increased immensely, while the decline in cattle raising has brought about a serious shrinkage in the source of supply.

TRANSFORMATION OF GREYHOUND

Pioneer Motorcycle Undergoes Sweeping Alteration—Redesigned as to Frame, Engine and Features.

Its name and the name of its makers already having undergone a change, the good old Auto-Bi itself, the first motor bicycle to be produced in marketable quantities, has undergone a transformation such as will not permit its oldest friend to recognize it. The frame lines; the motor with outside fly wheel—theoretically the correct type—and inclined and built into the frame; the carburettor bolted directly to the engine; the

at $4\frac{1}{2}$ horsepower. The cylinder dimensions are $3\frac{1}{4}$ by $3\frac{3}{8}$ inches, bore and stroke. It is equipped with the automatic type of inlet valve, and jump spark ignition in the standard equipment, though the magneto system may be applied at a proportionate advance in cost. Lubrication is by gravity feed from the combination tank which is mounted in the upper panel of the frame. A sight feed glass is located just below the tank, while in the crank case is an oil window, placed at the bottom on the left hand side. The oil is fed first to the right hand crank bearing from which it drains to a well beneath, afterward proceeding by a path especially contrived, to the other bearing points, both centrifugal force and direct splash being utilized to urge it on its



THE GREYHOUND AS TRANSFORMED

chain belt—all these and other Auto-Bi, and later Greyhound features, which however advantageous in themselves were at variance with current practice, have been packed in camphor, so to speak, and laid away to rest; its makers have decided no longer to swim against the tide. Instead, as the accompanying illustration attests, the Greyhound of 1910 will be as spick and span and stylish and as thoroughly modern and up to date as the best of them. That the metamorphosis quickly will serve to place the machine and its makers, the Greyhound Motor Works, Buffalo, N. Y., nearer to that position which their pioneering and long standing in the industry entitled them, seems reasonably sure.

With the horizontal double bar construction, the frame is so contrived that the motor is set into it vertically, and supported at four points. Elements of individuality about the frame are contained in the junction of the lower diagonal with the head tube some little distance above the lower fork bearing, and in the separate saddle supporting strut back of the ordinary mast tube, which is the principal member of the improved and very effective shock absorber. The new spring fork which has been added is of the double type with plunger cushion.

The motor, which has a piston displacement just under 30.50 cubic inches, is rated

way. The enclosed fly wheel, $9\frac{1}{2}$ inches in diameter, weighs 22 pounds.

The standard transmission equipment is V-belt, although flat belt with hand-operated idler is listed as an option. Double grip control is employed, with the connecting cables neatly passed down through the handle bar tubes and frame head. Long and liberally contrived mud guards, with a permanent stand caught up to the rear one, add both to the utility and serviceable appearance of the mount, as do the rear saddle position and long bars, which are made possible by the wheel base of 56 inches.

Ajax Increases to a Million.

The Ajax-Grieb Rubber Co., of New York City and Trenton, N. J., which makes both cycle and automobile tires, and is shortly to commence the manufacture of motorcycle tires as well, has increased its capitalization from \$400,000 to \$1,000,000, and re-elected the following officers: Horace De Lisser, president; William G. Grieb, vice-president, and Harry Grieb, treasurer.

Old Dealer Reopens in Pasadena.

S. A. Siverts, formerly in the bicycle business on South Fair Oaks avenue, Pasadena, Cal., has opened up a new shop at 335 North Lake avenue, in that city. He also maintains a repair department.

MOUNTING OF SPEEDOMETERS

Vulnerability of the Handle Bar Position—Advantages of Frame Mounting and Rear Wheel Drive.

While motorcycle speedometers almost universally are driven from the front wheel of the machine, apart from being directly in front of the eye, the only advantages which this method seems to have to recommend it are the convenience in mounting the instrument, the short length of shaft required to operate it, and a straight drive, avoiding any sharp bends which would tend to cramp or break the shaft. On the other hand, it would be difficult to find a more vulnerable position for such a fragile instrument than in the vicinity of the front wheel, where in the event of a collision or spill the driving shaft usually is the first thing to suffer.

In an effort to protect them from being damaged, the practice frequently is resorted to of strapping the shaft close to the fork and frame to prevent it catching in any protruding object on another machine and being torn off, as when a machine is being taken out from among a number which are stored close together. However, drawing the shaft up close to the frame, also restricts the turning radius of the handle bars within a comparatively narrow area, and if they should happen to be thrown around from a central position by a fall or otherwise, the shaft is likely to break.

As a more desirable location for the speedometer drive, the rear wheel seems to have several advantages over its front twin brother. It is rare that this part of the machine is damaged in an accident, and the flexible shaft can be brought along the back stays and top tube without cramping, and does not have to be left loose to conform to the frequent changes in position of the steering apparatus. The meter can be mounted on the top bar of the frame, and so adjusted as to be as easily read as from the usual position on the handle bar.

Without regard to the type of transmission employed on the machine, it would seem that the right side is the only logical one for the speedometer driving gears, as there are no pulleys or large sprockets to interfere with their easy attachment. Also, the pedaling sprockets and chain are stationary most of the time, and the rear sprocket usually is of smaller diameter than the large driving gear of the speedometer, so that there is plenty of room to properly mesh the small pinion attached to the end of the flexible shaft. With the adjustable swivel bracket now generally used to carry the lower end of the shaft, there should be no additional difficulty experienced in removing or replacing the rear wheel, with the speedometer driven thereof. There are indications apparent that this method will become more popular in the future.

IS RADICALLY NEW IN PRINCIPLE

Complete Departure from Customary Coaster Brake Design in the Atherton "Concave"—Latest Model is Armless.

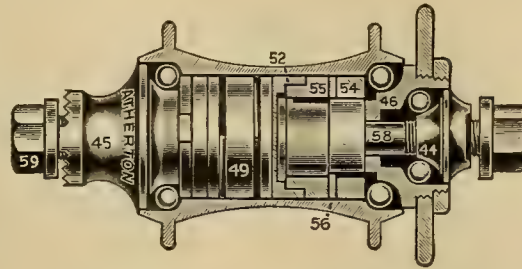
That radically new ideas are possible of application to coaster brake construction, particularly as concerns the interior mechanism, is disclosed by the appearance of a new Atherton brake. Both inside and out the new brake is quite different from previous Atherton models, the features which first strike the eye being a concave hub barrel and the absence of a side arm. Important as these changes may be through their effect on the external appearance, they are insignificant compared with the change and novelty which has been introduced in the inside construction. In fact the latter presents an entire revolution from the usual coaster brake principles, and is marked by a design and method of operation that is distinctly different from all other types which so far have appeared.

Because of the concavity of the hub barrel, the new model is to be known as the Atherton "Concave" type, and the armless construction, as shown in the accompanying illustration, is in accordance with improved practice. In the working parts on the inside the most striking departure is the absence of any worm or screw members, on which coaster brake operation heretofore has seemed to depend, and the elimination of either discs or expanding sleeves. There is no sliding or movement of parts endwise along the axle. As a result there are no end strains on the ball bearings or the running parts of the brake, either in forward pedaling or when the braking action is in effect.

Cams rigid with the sprocket member of the brake govern its operation. On the forward drive the first eccentric or cam spreads two semi-circular levers which form a clutch against the inner periphery of the hub barrel. The latter is gripped so promptly and securely that sprocket and hub barrel revolve as one, without slippage. The more driving force that is applied, the more securely and firmly does the clutch hold. When the sprocket stops and the machine is permitted to coast, the clutch is at once released, permitting the wheel to turn freely on its bearings without drag. When back pedaling reverses the movement of the sprocket, another eccentric comes into play and forces the expanding wedges of the friction sections against the inner face of the hub barrel. These two braking parts are held rigid by the large cone end fastened in the frame fork end, and are thus prevented from revolving, no matter how great the braking strain may be.

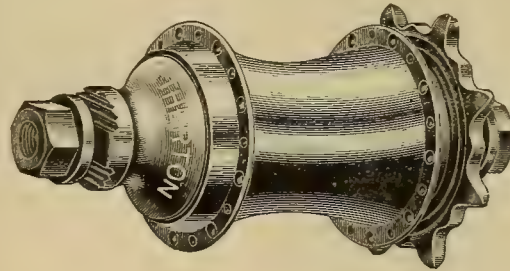
In this way both the driving action and the braking action is brought directly on the hub barrel, which latter, as indicated in the sectional view, is of substantial thick-

ness. The braking parts are made of anti-friction metal, which will not roughen up in contact with the hub and will not be altered in efficiency by such heat as a long period of unremitting braking service might generate. If after several seasons' use, the hub begins to show wear on the braking surface, it may be reversed end-to-end, giving a fresh contact. The reversible barrel is a decided innovation in brake construction. The parts will assemble into either



end, while the driving and braking members are assembled in groups, which makes it a simple matter to take the whole device apart or put it together.

The new Atherton, which is distributed to the jobbing, manufacturing and wholesale trade through the D. P. Harris Hardware Co., of 48 Warren street, New York City, is claimed to be much lighter in weight and smaller than previous models. The use of eccentrics and circular levers instead of



worms and cone clutches is suggested as greatly increasing the durability and efficiency, while the improvement in the exterior by the concaving of the barrel and the provision of the armless fitting brings it the slightly qualities which make it an ornate as well as a utility addition to the cycle equipment.

AUGUST SLUGGISH FOR EXPORTS

Gains are Revealed, However, in 11 of the 18 Divisions—Total for the Eight Months Shows an Increase.

August proved a month of relatively slow movement in the exportation of bicycles and parts from the United States, as is shown by belated statistics just issued from Washington. The total shipments during the month amounted to \$50,403, the record thus showing a net depreciation of something less than \$16,000 as compared with the corresponding month of 1908. The summary of exports for the eight months ending with August 31st, however, reveals the steadying effect of the upward tendency which has been noted since the opening of the year. Despite the sluggish market of the month, the total shows an increase of \$4,400 and more over last year.

Analysis of the month's shipments indicates that 11 of the 18 divisions of the foreign field, continued to exhibit upward tendencies. Cuba, for example, showed a \$3,800 improvement, Japan a recovery to the amount of \$3,000 and upwards, while the Argentine and the United Kingdom were strong. France, from a showing one year ago so slight as to merit no separate classification, required \$225 worth of the American product, while Italy and the British possessions in North America and Australasia were on the gaining side. Other Europe led in the declining movement with a loss of no less than \$22,576 for its enormous territory. Mexico, Germany and Belgium, with losses of \$3,000 or more, followed.

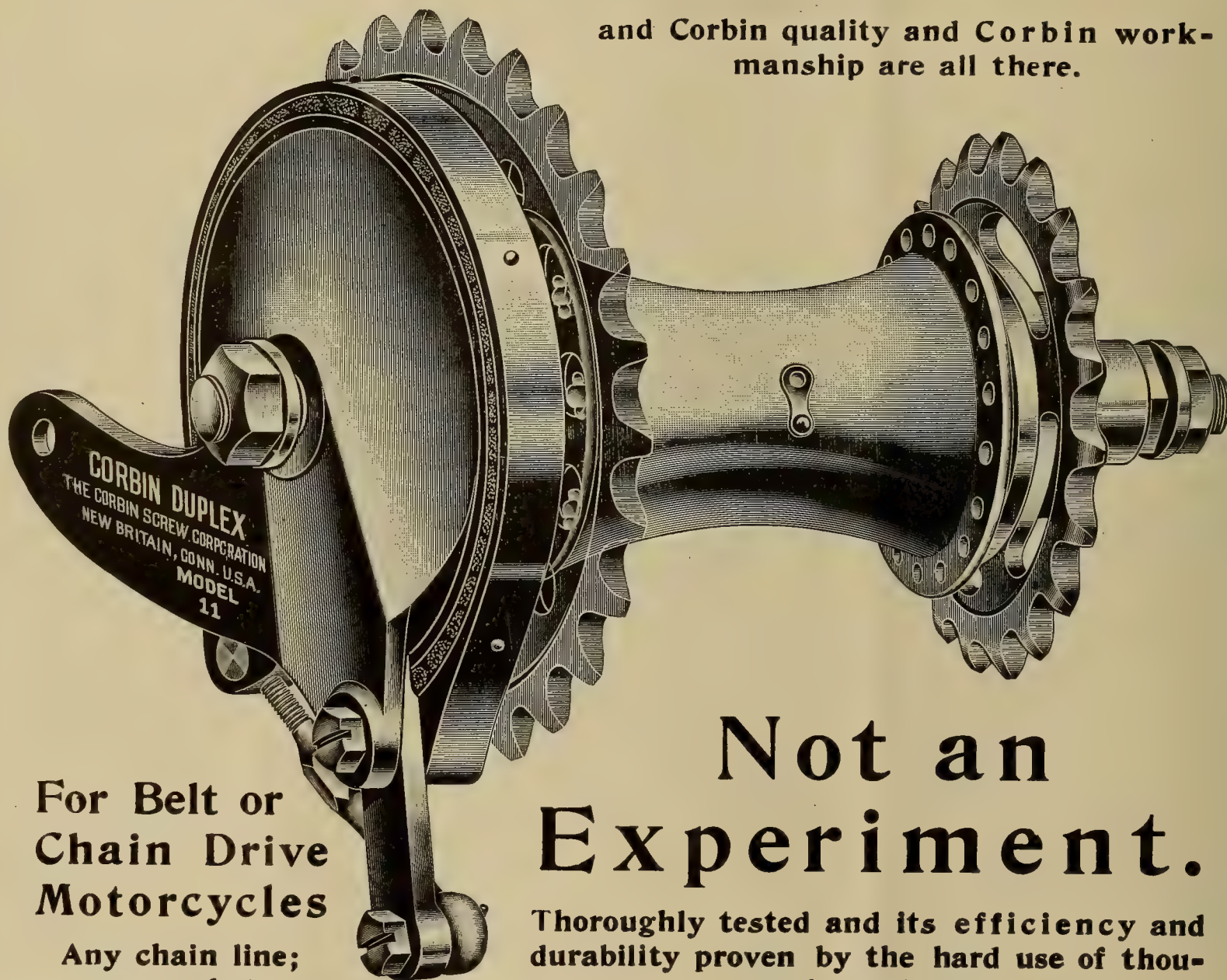
Seven groups are in better condition than last year, judging from the eight months' totals, with the United Kingdom leading to the tune of some \$27,000 gain. France and Belgium, with gains of \$18,500 and \$13,500, respectively, were significant figures, as were Other Europe, Netherlands, Italy and Cuba. Mexico led the declining element, its loss being upwards of \$26,000, with Germany, Japan and British Australasia following in this order. The record in detail:

Cycles and Parts of Exported to—	August		Eight Months Ending August		
	1908	1909	1907	1908	1909
United Kingdom	\$5,853	\$8,228	\$220,238	\$59,924	\$87,359
Belgium	2,644	350	21,335	17,763	21,239
France .....	.....	225	44,051	3,955	22,476
Germany	3,664	441	29,528	24,416	12,457
Italy	590	2,160	16,314	18,284	18,738
Netherlands	4,880	4,994	29,311	21,568	26,353
Other Europe	28,580	6,004	135,574	72,700	97,722
British North America	1,773	2,919	50,061	47,611	47,219
Mexico	7,310	3,474	61,735	60,121	33,732
Cuba	1,616	5,433	33,554	21,458	21,809
Other West Indies and Bermuda	1,537	935	15,990	14,326	9,254
Argentina	63	2,652	11,946	14,727	11,924
Brazil	133	584	.....	3,890	3,129
Other South America	498	413	18,796	10,005	5,583
Japan	993	4,077	75,321	47,533	36,531
British Australasia	2,700	3,981	61,596	52,015	41,282
Other Asia and Oceania	2,394	2,700	10,269	16,179	14,999
Other countries	1,140	833	4,379	5,852	4,926
Total	\$66,368	\$50,403	\$839,998	\$512,327	\$516,732

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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NEW YORK, OCTOBER 16, 1909.

The Workings of a "Judicial Mind."

If any of the professional motorcyclists or the professionals of other sports who have gravitated into motorcycling desire to have their "sins" washed away and their amateur status restored, they have not far to go. The door of hope has been thrown open to them by the chairman of the F. A. M. competition committee. That gentleman several times has declared that he is the possessor of what he calls a "judicial mind" and it was this mind that moved him at least to throw the door ajar. He used the case of Guy M. Greene as the key with which to unlock it.

Greene himself is well aware that he is a professional. He has competed against both professional automobile drivers and repeatedly measured speed with a dyed-in-the-wool professional pace-making bicyclist, who was one of his associates. He was one of a number of young men who did the same thing, and in every case they did it deliberately and at unsanctioned meets. Warnings and suspensions served no purpose. Greene and his fellows bid the F. A. M. "go hang." They openly and repeatedly flouted it and its authority.

Every person who is interested in motorcycling and who makes even a pretense of

keeping posted is familiar with the antics of Greene, Estes, Libby and the other aggrieved men who sought to make a mockery of the F. A. M. and of the sport of motorcycling. They are matters of history. Unfortunately this interest and this desire for information did not possess the present chairman of the competition committee. It was not until he was appointed chairman that his interest was awakened and his desire to keep posted sharpened. This is a matter of but a few months. All that went before is to him practically a closed book and apparently "doesn't count," and this constitutes the door through which he thinks and intimates that Green and other professionals may return.

Like most other men who, having made a hard bed tire of lying in it, Greene tried to creep back into the amateur ranks. He lined up in a contest in which the chairman himself started, and despite protests and despite information conveyed to him both by a former official of the F. A. M. and by a present official, the professional was "judicially" permitted to compete.

In due course, however, the scales of blindfolded Justice were weighted and "upon actual facts that cannot be disputed," Mr. Greene was informed what he and nearly everybody else already knew, i. e., that he was listed as a professional. In handing down this profound decision, however, the chairman adds that though there is no doubt Greene is a professional, he cannot satisfy himself that Greene ever was notified of the fact, and he tells the latter that he "has the right of appeal to the committee as a whole against the action of a previous chairman" who classified him as a professional. The present chairman admits that he does not know what will be the result of such an appeal, but intimates plainly that it will be reinstatement as an amateur.

Why there should be any doubt in a judicial mind of the real result of such an appeal is difficult to discover since the result is very clearly and distinctly forecasted. If the amateur standing of Greene, or any other professional is restored by the committee it will be a direct violation of the F. A. M. rules, which were adopted to govern the committee, and chaos will ensue. Very wisely no committee is constituted a board of review or a court of appeals, and whenever any branch attempts to set itself above the government, the welfare of the sport and of the organization requires quick action. In the particular point in question,

the F. A. M. rules do not admit of dispute. They say:

"No professional shall be reinstated as an amateur except by unanimous vote of the members of the F. A. M. present at a regular meeting and no application shall be considered from any rider under suspension or charges."

Greene is not only a professional, but is under permanent suspension, and not only is he ineligible to appeal to the F. A. M. itself, but until his suspension is removed he is ineligible to appear in a contest or exhibition even as a professional. The facts of his professionalization and suspension were published broadcast, but even were this not the case, and even were it true that he never had been notified in any way, it would not serve to alter the fact that he is a professional and it is the duty of every man in authority to put the professional where he belongs, whenever and however he may be found, and not to evade rules or to seek technical loopholes through which to permit him to escape. No disgrace attaches to professionalism, but no man who wilfully embraces it should be permitted to avoid the forfeiture of amateurism which goes with the embracing, it matters not whether his name be Greene, Brown, Smith or Jones, and no matter what may be his plea, or how powerful may be his friends at court. In this case, Greene serves merely as a peg on which an important issue hangs. When a man violates certain fundamental principles of sport, he automatically becomes a professional and no technicality can make him anything else. Looking through green glasses does not change the color of the articles looked at.

If the remarkable ruling of the judicially-minded chairman of the F. A. M. competition committee says anything, it says this to all professionals:

"Although you undoubtedly committed an act or acts of professionalism, as you were not notified that you committed them, ipse facto, you did not commit them, therefore you are not professionals."

Whenever this manner of delicious "judicial" decision obtains in the F. A. M., it will be time for the heads of it to step in and remove the bandage from the eyes of the Justice dispensing such "wisdom," and to convey the information that the government of sport is not farce-comedy, and that the F. A. M. is not a stage on which it is to be played; also that one of the first rudiments of law is this: Ignorance is no excuse for violation.

CORRESPONDENCE

Compensating Sprocket Comes Loose.

Editor of the *Bicycling World*:

I am riding a 3½ horsepower chain drive 1909 Indian and am having considerable trouble keeping the compensating sprocket bearings tight. The sprocket becomes so loose that it wobbles and causes the chain to jump if it is run very slack. I cannot take up the play in the bearings any further, as I have screwed the outer ball race in on the shaft until it bears against the inner one. I have put on a new sprocket complete, also a new countershaft cup and outer ball race, but these do not remedy the trouble. Please tell me how I can overcome the trouble.

W. D. PATE, Hartford, Ala.

[The trouble would seem to be caused either by a worn inner ball race or wrong assembling of the parts when you replaced them. It is possible that the inner race and balls are so worn that they need replacement. Ordinarily the outer race should not touch the inner one, and such adjustment should cause cramping of the bearings against the cup. If as you say, there is still play in the bearings under these conditions, it is likely, as suggested, that the inner race needs replacing. It may be possible that by mistake you have put the check nut washer, which goes outside the outer race and prevents it turning when the check nut is tightened, between the two races as a separator. This would prevent all of the play being taken up even if the outer race was screwed in as far as it would go, and would cause the race to loosen the check ring and increase the play.]

Weatherproof Metal for Wheels.

Editor of the *Bicycling World*:

In your issue of the 25th ult., under the heading "Making the Bicycle Weatherproof," you call attention to making the bicycle rustproof and refer to the 'All-black Bicycle.' I hardly think anyone would stand for that kind of a gloomy metal. Your suggestion is very important in regard to the rusting of nicked surfaces, but I would suggest that the spokes, rims, hubs, pedals, and other parts besides the frame be enameled in white or some suitable color. I have the spokes of my wheel enameled blue, which makes an attractive contrast and avoids rusting.

In this connection I would like to submit the question, "Why should this material rust?" I have a set of golf clubs made of what is termed "rustless metal." What it is composed of I do not know, and why it is not more generally adopted, I do not understand. Most of the iron golf clubs are nicked and consequently are always hard to keep in condition. I am the only member of my golf club who has a set of these clubs. I obtained them about five years ago and they were manufactured by

the Hunt Mfg. Co., somewhere in New England. I think they discontinued making clubs of any kind. Now, if such a composition metal were used in the bicycle, there would be no necessity for your suggestion. I make this as a suggestion.

ALBERT YOUNG, Kansas City, Mo.

[The sombreness of the all-black bicycle referred to is very materially relieved by gold striping.]

Sees a Great Revival of Trade.

Editor of the *Bicycling World*:

We have received your notification of expiration of subscription for *Bicycling World* and herewith enclose check for renewal of same.

As a little word of commendation, let us tell you that we could hardly do business without your magazine. During all the time that the bicycle business was at a dead stage the Bi-World held the fort and is still doing a good work, now that the business has revived.

The writer was formerly connected with the Miami Cycle & Mfg. Co., as editor of the *Racyle Bulletin*, for which he wrote the "thirty copy." In December he took charge of the bicycle department for the Schmelzer Arms Co., and has had the pleasure of seeing the business double for the year of 1909. While the western corn crops have suffered much from the recent drought, which may perhaps have a bad effect on the future business, we look for a bigger and better business for 1910.

With a position of honor for the past fifty-five years in catering to the sporting goods trade of the great middle West and the southern foreign countries, the Schmelzer Arms Co. is still holding down the territory with satisfaction to its trade, and has found it necessary to enlarge its store capacity, having opened in a five story building on Grand avenue as an addition to its large store on Main street.

SCHMELZER ARMS CO.,

Per Jas M. Landis, Kansas City, Mo.

Just for Old Times' Sake.

Editor of the *Bicycling World*:

Enclosed please find my check, same to renew subscription for the Bi World. Have been a subscriber for years, and although I haven't ridden a bicycle or motorcycle for the last two years, spending my spare time since then in an automobile, I just can't seem to forget the *Bicycling World*, and look for it each week with more anxiety than a sweetheart's letter. Good comedy, but it's sincere.

LOUIS LAKOWSKI, Jr., New York.

Brighton Beach Prize Money.

The report that payment at the rate of 3 cents for each mile ridden actually was offered the amateurs who competed in the recent would-be six-days motorcycle race on the Brighton Beach (N. Y.) track, which terminated in a fiasco in less than 24 hours, has been fully substantiated. The *Bicycling World* is in possession of a letter

COMING EVENTS

October 16, Springfield, Mass.—Annual Fall business meeting of F. A. M. Eastern District.

October 16, Springfield, Mass.—F. A. M. Eastern District championship meet on Stadium track; open.

October 23, Philadelphia, Pa.—Philadelphia Police Department's inter-city motorcycle race at National League Park.

October 24, Valley Stream, L. I.—Akron Wheelmen of New York's annual road race.

October 27, Rome, Ga.—Motorcycle races at county fair.

October 27, 28 and 29, Dallas, Tex.—Motorcycle races at State fair grounds track.

November 9-13, Atlanta, Ga.—Motorcycle races on the new motor speedway; open.

November 25, Augusta, Ga.—Augusta Motorcycle Club's Thanksgiving race meet at fair grounds track; open.

signed by John Kane Mills, the professional promoter, which not only proves that the offer was made, but that the artful amateurs were to receive "handsome souvenirs" while at their suggestion the prize value would be paid in cash to the "team managers," Mills's letter follows:

"Following the suggestion of the contestants in the six days motorcycle race, to be held at Brighton Beach, we beg to announce that the prizes, totalling \$1,750 in plate, will not be paid to the riding contestants, but will be paid in cash to the team manager. The riders of the five winning teams will be presented with handsome souvenirs. If successful, this prize money in addition to the three cent mileage, will amply pay all the expenses to which an entrant will be put."

Whether the "team managers" received the money, and if so, what they did with it, has not yet developed.

Run to Napoleon, a Waterloo.

It is likely that the members of the new Toledo (O.) Motorcycle Club who participated in the club run to Napoleon, O., on Sunday last, 10th inst., will remember the occasion for some time to come, for the incidents connected with it were quite out of the ordinary. To begin with Pluvius spilled so much water that the riders were obliged to become the guests of a Napoleon boniface over night, then at 12:30 a. m., a practical joker in the party routed the bunch from a sound sleep telling them it was time to begin the homeward journey. Descending to the office the heavy eyed crowd discovered the unearthly hour, and disgustingly tramped back to their rooms for another snooze. It was not for long, however, for at 3 o'clock they again were dragged from their bunks, this time by a fire which broke out in a building next door to the hotel.

VISITOR RUNS FROM NEW YORKERS

Twice Shows Them His Heels at Old Guttenberg Track—Fall of a Dudrop Causes Excitement.

For the first time in many years the old Guttenberg race track, which was famous when the ponies measured speed, was thrown open to the public on Saturday afternoon last, 9th inst., when the recently formed Palisades Automobile Association held its first motorcycle race meet upon the historic mile oval. The track is situated across the Hudson river from New York City, and within the grounds of the Palisades Amusement Co. Despite its name—The Palisades Motordrome—the old track can easily be recognized.

Although the track was a bit rough in spots and the turns were heavy, the curtain raising meet did not lack ginger. Because of the condition of the track no phenomenal times were made, although the distance of 55¼ miles, made in the hour race, was a noteworthy feat.

William J. Teubner, of Pottstown, N. J., (Merkel), was the star performer, winning the 10 miles handicap for trade riders and also the five miles scratch. The strain in the hour race proved too much for him and he withdrew after covering 39 miles. The hour event went to a New York rider.

The latter event, which was the feature of the afternoon, brought out eight riders—Walter Goerke, A. G. Chapple, George Riechey and Carl Bush, on Indians; William J. Teubner, Merkel; Frank Hart and Arthur Talbot, R-S, and Abbott Lane, M-M. At the crack of the gun Goerke took the lead, with the others strung out behind. On the backstretch Teubner got into motion and moved up with the leaders, assuming the lead at the second mile. Once in front Teubner ground out a fast pace with the evident idea of shaking the bunch. His zealousness almost brought him to grief, for in the third mile when attempting to negotiate a turn without shutting off he nearly came a cropper. In the fifth mile Goerke, Teubner and Chapple came down the stretch bunched in a wild scramble for the pole. Goerke reached the turn first and held the position for several laps until he was passed by Chapple, who led at 10 miles in 10:55.

For the next five miles the positions of the leaders remained the same, but the pace was beginning to tell on Teubner, and he lagged a quarter of a mile behind at 15 miles, covered in 16:19. The time for 20 miles was 21:48. In the 22d mile Goerke again went to the front and led at 25 miles, this distance being accomplished in 27:07. At the half hour mark Goerke led his nearest rival by 200 yards, and had reeled off 28¼ miles, which is some going on a flat dirt track. Lane withdrew after riding 32 minutes.

Teubner was not seasoned for such a race and after exhibiting signs of distress he gave up the struggle in the 39th mile. Goerke appeared to have the race well in hand at 40 miles, but was compelled to stop two laps later and a second time for gasoline. These stoppages caused him to lose the lead, which he never regained. The winner, Chapple, covered 55¼ miles, Goerke being a little less than four laps behind when the gun marked the ending of the hour.

Teubner made the five miles scratch for trade riders a hummer. He cut loose from the crack of the gun and was never headed,



WILLIAM J. TEUBNER

although given a hard battle all the way. This event brought a thrill to the spectators when Dudrop, an unknown rider, got nervous and wobbled as he was about to be lapped by Teubner. Teubner managed to escape a fall, but Dudrop went down and was narrowly missed by another rider who came around at express train speed. Teubner also carried off the honors in the 10 miles handicap. He started with 10 seconds lead and the scratch men were never able to touch him off.

Kenneth Owen, of Newark, made a run-away race of the two miles for 30½ cubic inch machines, winning by 50 yards from his club mate, William James. Both rode Indians. In the two miles free-for-all handicap John Bender, of Paterson, made good his allowance of 20 seconds and won handily over the scratch man. The summaries:

Five miles scratch, 48 cubic inches, stock machines—Won by Carl Bush, Newark (Indian); second, Fred Voelker, New York (N. S. U.); third, L. H. Guterman, New York (Indian). Time, 5:56½.

Ten miles handicap, 61 cubic inches, trade riders—Won by William J. Teubner, Pottstown, Pa., Merkel (0:10); second, A. G. Chapple, New York, Indian (scratch); third, Carl Bush, Newark, Indian (0:40). Time, 10:24.

Five miles scratch, 61 cubic inches—Won by William J. Teubner, Pottstown (Merkel); second, A. G. Chapple, New York (Indian). Time, 5:19.

Two miles scratch, 30½ cubic inches—Won by Kenneth Owen, Newark (Indian); second, William James, Newark (Indian); third, John Siemsen, New York (Excelsior). Time, 2:49½.

Two miles free-for-all handicap—Won by John Bender, Paterson, Indian (0:20); second, A. G. Chapple, New York, Indian (scratch); third, George Hamilton, Brookdale, Indian (0:20). Time, 2:14.

One hour, 61 cubic inches—Won by A. G. Chapple, New York (Indian), 55¼ miles; second, Walter Goerke, Brooklyn (Indian), 51¾ miles; third, Carl Bush, Caldwell, N. J. (Indian), 49¾ miles; fourth, George Riechey, Newark (Indian). 41¾ miles.

Chauffeur Stars at New Haven Sports.

In making up the program for its annual "circus day" sports carnival which was held at Elm City park on Saturday last, 9th inst., before a crowd of 5,000 people, the Automobile Club of New Haven, Conn., wisely included a couple of motorcycle races, for they provided the only real contests of the day, the other events being mostly of a nature in keeping with the title of the card. George A. Wildman, riding an Excelsior, pocketed the five miles handicap in 8:55½, after an exciting tussle with John Tweed. Somewhat of a surprise occurred in the five miles free-for-all when Elon Weaver, a chauffeur, and a professional under the A. A. A. rules, took the lead from the start and won out in 7:27½, with Wildman a fair second, and James F. Cox, Jr., in third place.

Kellogg "Exhibits" for the Farmers.

Stanley T. Kellogg, of Bridgeport, Conn., blossomed forth as a real county fair "champeen" at Danbury, Conn., last week, riding his Merkel motorcycle in exhibitions. On Tuesday, 5th inst., Kellogg rode five miles against time in 6:30¼, which time he reduced to 6:03¾ on Saturday, the 11th. The only other motorcycle event was a five miles scratch for Danbury riders on Saturday, in which J. M. Johnson, William Smith, M. L. Van Keuren, Clinton Fuller, Frank Webb and H. S. Ireland lined up for the start. The race between Van Keuren and Fuller was exciting, the latter winning out by overhauling his rival in the home stretch. The time was 8:41¼.

Romans Stand for Amateurism.

Two motorcycle races will be held at Rome, Ga., on the 27th inst., in connection with the county fair. They will be open to amateurs only.

IMPETUS GIVEN TO THE POPE FUND

Many Notable Additions to the List—
"Every Man Should be Proud to Subscribe," Says Grossman.

The Pope memorial fund, which is designed for the erection of a memorial to the late Colonel Albert A. Pope, the father of the American cycle industry, took a big jump this week, the total subscriptions to date amounting to \$566.

Among the subscribers are several of Col. Pope's earliest lieutenants, but that a proper appreciation of the end in view and a broad spirit is permeating the trade is evidenced by the receipt of a number of subscriptions from both manufacturers and jobbers. For but for the faith and energy of Col. Pope the future of the bicycle industry would have been a problem, if not a blank. It was Col. Pope who created its future and rounded it to proportions which brought prosperity to tens of thousands, and which was shared by every man who ever engaged in the trade in any capacity.

R. D. Garden, who is now the head of the Harrolds Motor Car Co., of New York, and D. J. Post, of the Post & Lester Co., Hartford, Conn., are the two former Pope lieutenants who were heard from during the week. Each of them forwarded to the Bicycling World a subscription of \$25. In doing so, Mr. Post adds that he will gladly double the amount if occasion requires, and says:

"That the early popularity of of the bicycle in this country, and the healthy condition of the trade for so many years, was due to the foresight and marvelous energy of Col. Pope no one can question, and that he was the pioneer of the good roads movement is equally true."

L. M. Wainwright, one of the "old guard" of cycling, who now is president of the Diamond Chain & Mfg. Co., Indianapolis, also added \$25 to the memorial fund.

"I am glad to subscribe my mite as a token of the respect I have for one I knew to be my sincere friend, and the pioneer leader and developer of the great and still growing problem in the methods of locomotion and road transportation," writes Mr. Wainwright.

Emil Grossman, former publisher of the Cycling Gazette, and now head of The Emil Grossman Co., and the Motor Car Equipment Co., New York, supplements his check for \$10 with a crisp but sufficient appreciation of the man for whom the memorial is designed to honor.

"The cause is a worthy one and everyone who knows of the work accomplished by the late Col. Pope will feel proud to be a contributor," he writes.

John C. Wetmore, one of the earliest writers on cycling subjects, and now automobile editor of the New York Evening Mail, also subscribes \$10 and adds:

"It is eminently fitting that the pioneer and only surviving cycling journal should head the movement for the memorial to that grand old man of cycling, Colonel Pope. As one of his 'boys,' as he used to call us, and an old timer in bicycling, it gives me the greatest pleasure to contribute my mite to the fund."

John S. Prince, who himself was a pioneer, not in the industry, but in the realm of cycle racing, contributes a \$5 bill with these remarks: "The idea of a memorial to Colonel Pope is a splendid one and there is nothing that pleases me so well as to contribute to it, and to have my name placed on the roll with the others who subscribe to such a well deserved and honorable cause."

E. H. Brandt, for so many years with the Hartford Rubber Works Company when it was a Pope property, has added \$20 to the \$52 which, including his own subscription, he collected from the original employees of that company. The latter amount is made up of subscriptions of \$10 from J. W. Gilson and \$5 from M. J. Tansey and E. S. Roe.

The two jobbers who were heard from are F. A. Baker & Co., New York, and the Hearsey-Willis Co., Indianapolis, each with a subscription of \$10.

The first tire manufacturing company to add its name to the list is the B. F. Goodrich Co., Akron, O., which has subscribed \$25. The first bicycle manufacturer to do so was the Great Western Mfg. Co., Laporte, Ind., which forwarded \$5 for the memorial.

W. H. Crosby, of the Crosby Co., Buffalo causes the parts industry to be represented with a personal subscription of \$10.

The full list of subscribers to date is as follows:

Bicycling World Co., New York.....	\$100
John S. Leng Son Co., New York.....	..
Will R. Pitman, New York	5
St. Louis Cycling Club, St. Louis, Mo. . .	5
R. F. Kelsey, New York	10
R. G. Betts, New York	10
J. J. O'Connor, New York	2
A. C. Church, Englewood, N. J.	5
Miss F. A. Clark, Hartford, Conn.	2
F. B. Widmayer, New York	5
Elliott Mason, Westfield, N. J.	5
Consolidated Motorcyclists, Inc., Keene, N. H.	10
Original employees of Hartford Rubber Works Co., per E. H. Brandt.	72
Persons Mfg. Co., Worcester, Mass.	100
F. P. Priar, New York	10
James Joyce, New York	25
W. J. Morgan, New York	5
Amos Shirley, New York	10
Eclipse Machine Co., Elmira, N. Y.	10
R. D. Garden, New York	25
D. J. Post, Hartford, Conn.	25
L. M. Wainwright, Indianapolis	25
John C. Wetmore, New York	10
Emil Grossman, New York	10
Hearsey-Willis Co., Indianapolis	10
F. A. Baker & Co., New York	10
B. F. Goodrich Co., Akron, O.	25
John S. Prince, Springfield, Mass.	5
W. H. Crosby, Buffalo, N. Y.	10
Great Western Mfg. Co., Laporte, Ind. .	5

WHERE MOTORCYCLISTS ARE RARE

American Tourists Proved Curiosities in Holland, Says One of Them—Chadeayne Talks of His Long Jaunt.

W. C. Chadeayne, of Buffalo, and Dr. A. M. Webster, of Lorain, Ohio, who spent nearly three months touring Europe on motorcycles, returned last week. Dr. Webster made straight for home, but Chadeayne completed his journey by riding his Greyhound to Buffalo.

While abroad, Chadeayne and Webster, the latter of whom rode a four-cylinder Pierce, covered some 3,500 miles and visited England, Ireland, Scotland, France, Switzerland, Germany, Belgium and Holland. They took things easily and saw all that was to be seen, their average daily travel being only about 60 miles.

Although bicycles were plentiful, Chadeayne confessed that he was rather disappointed at the number of motorcyclists they met on the road. In Holland they are so rare that the two Americans proved curiosities; crowds gathered whenever they stopped and children ran after them.

One of the biggest treats they experienced while abroad was the receipt of a batch of Bicycling Worlds. Chadeayne declared that he never appreciated a home print so thoroughly. He carried the papers strapped to his luggage and said that he and his companion read and reread them from cover to cover, both forward and backward, on mountain tops and all other sorts of places.

They had no trouble with the customs or license regulations and even took a chance in France and Switzerland by going through those countries with the British tags which they had obtained on their arrival in England. In Germany, they deemed it the better part of wisdom to secure German licenses. The number plates they obtained there they brought home as souvenirs. There are two of them, each the size of a page of the Bicycling World.

Of the amusing incidents that marked the wanderers' journey none was more laughable than one that occurred before they left America. They embarked at Boston and before doing so had unlimited trouble in clearing their machines through the custom house. After going through a lot of red tape, and encountering a small army of officials, they finally presented their papers to the proper man. He glanced at them and shook his head.

"The regulations do not permit the shipment of dogs," he announced.

"Dogs?" inquiringly exclaimed Chadeayne, "We have no dogs."

"Why, these papers say you have a greyhound," answered the official, in all seriousness.

The latter joined in the hearty laugh which followed the explanation.

HUYCK SWEEPS CLEAN AT DAYTON

**Wins Every Event in Which He Starts—
Private Owners Divide Honors at
Two Days Meet.**

Seldom has a cleanup been scored at any motorcycle meet as was made by Fred Huyck at the two days meet of the Dayton Motorcycle Club, held on the half mile fair grounds track at Dayton, Ohio, Friday and Saturday last, 8th and 9th inst. Huyck won every event in which he was started, nine in number, three of the remaining events being for private owners and the other a special match.

With the exception of Huyck, who was far and away the stellar performer, Erwin G. Baker, who won one of the national championships at Indianapolis, with Harry Nixon and William Rossiter, of Dayton, shared what honors Huyck could not take. Rossiter won one event for private owners and was the runnerup in three races; Baker and Nixon took two firsts and one second apiece.

The meet started on Friday afternoon, 8th inst., with a small attendance. The sport was rather tame, due to its one-sidedness, as Huyck had everything his own way in every event in which he started.

The real feature of the afternoon's racing was the performance of Irwin Howich, a local rider. Several weeks ago Howich broke two fingers of his left hand at a meet in Chillicothe, Ohio, but despite his bound digits, he entered nearly every event and managed to get two seconds and one third prize. In the 10 miles for trade riders Howich made it exceedingly interesting for Huyck for a time.

The five miles handicap for trade riders was perhaps the most closely contested event on the card, the three scratch men, Huyck, Allen and Nixon finishing in the order named. In the 15 miles scratch for trade riders Huyck lapped every one of his seven opponents.

The second day's meet on Saturday proved a repetition of the first in that Huyck swept all before him on the dusty track. The five miles for 22 cubic inch machines, the unlimited pursuit, the five miles handicap and the 15 miles scratch all fell to the Indian chief.

The best race of the afternoon was the 15 miles for trade riders. Allen was pushing Huyck hard for the lead when he fell on the north turn of the second mile, but was unhurt. Seymour got second prize, while Baker and Gross had a pretty duel for third place, the former scoring.

In the club trophy race Nixon switched from his regular mount—a Thor—to an Indian, and won the trophy permanently, having scored two victories before last week. In the first private owners event Thomas, on an Excelsior, and Dalzell, on a Harley-Davidson, collided on the stretch.

The latter scraped the track with his cheek but was otherwise uninjured. Thomas was not thrown, but wobbled past the grandstand and stopped a few feet further on. The summaries:

Friday, October 8.

One mile for trade riders, flying start—Won by Fred Huyck (Indian); second, K. B. Allen (Thor); third, Raymond Seymour (R-S). Time, 1:15 $\frac{3}{4}$.

Ten miles for trade riders, standing start—Won by Fred Huyck (Indian); second, Irwin Howich (Indian). Time, 12:37 $\frac{1}{2}$.

Five miles handicap, private owners—Won by William Rossiter, Thor (0:15); second, E. G. Baker, Indian (scratch). Time, 6:58 $\frac{3}{4}$.

Five miles for trade riders, 22 cubic inches—Won by Fred Huyck (Indian); second, William Rossiter (Thor); third, Raymond Seymour (R-S). Time, 6:49 $\frac{3}{4}$.

Five miles handicap for trade riders—Won by Fred Huyck, Indian (scratch); second, K. B. Allen, Thor (scratch); third, Harry Nixon, Thor (scratch). Time, 6:17.

Fifteen miles for trade riders—Won by Fred Huyck (Indian); second, Harry Nixon (Thor); third, Irwin Howich (Indian). Time, 19:03 $\frac{1}{4}$.

Two miles match, special—Won by Harry Nixon (Thor); second, Irwin Howich (Indian). Time, 2:45 $\frac{3}{4}$.

Saturday, October 9.

Five miles for trade riders, 22 cubic inches—Won by Fred Huyck (Indian); second, Raymond Seymour (R-S); third, Irwin Howich (Indian). Time, 6:45 $\frac{3}{4}$.

Five miles for private owners—Won by E. G. Baker (Indian); second, William Rossiter (Thor). Time, 7:07 $\frac{3}{4}$.

Unlimited pursuit for trade riders—Won by Fred Huyck (Indian); second, Raymond Seymour (R-S); third, E. G. Baker (Indian). Distance, 7 miles. Time, 9:50.

Five miles for private owners—Won by E. G. Baker (Indian); second, William Rossiter (Thor). Time, 7:13 $\frac{1}{4}$.

Five miles handicap for trade riders—Won by Fred Huyck, Indian (scratch); second, J. Allen, Thor; third, Raymond Seymour, R-S. Time, 6:30 $\frac{3}{4}$.

Fifteen miles for trade riders—Won by Fred Huyck (Indian); second, Raymond Seymour (R-S); third, E. G. Baker (Indian). Time, 18:53.

Three miles for club trophy, members only—Won by Harry Nixon (Indian); second, Irwin Howich (Indian); third, J. Gross (Thor). Time, 3:57 $\frac{3}{4}$.

Lapize Wins the Paris-Tours Race.

Octave Lapize, who this season rapidly has forged to the front as a long distance road rider of rare ability, further distinguished himself on September 26th by winning the fourth annual Paris-Tours race from a field of more than 70 contestants. Among the also rans were such cracks as Faber, Alavoine, Paul, Christophe, Ganthier, Germain and Cornet.

BALTIMORE CLUBS SPLIT HONORS

**Track Meet Gives Local Cycling Stars a
Chance to Shine—Close Finishes
Mark the Events.**

Before a crowd of spectators that packed the grandstand, surrounded the track and overflowed into the paddock, the Crescent Bicycle Club and the Brooklyn Cycle Club held their scheduled race meet at Yockey's Park, Baltimore, Md., Saturday afternoon last, 9th inst. The crack riders of the Monumental City were entered in the events and the close finishes kept the crowd on edge. Honors were well distributed among the contesting clubs, the Crescents and the Lafayettes securing two victories each and the Brooklyns and the Cyclones one each, respectively.

The novice race, the curtain raiser, resulted in a walkover for Schmidt of the Lafayette Wheelmen. Gerard, Sauerwald, Linderman and Schmidt qualified in the trial heats, but on the third lap of the final three of the boys went down, leaving Schmidt to finish alone.

The one mile open brought out the flower of Baltimore's simon pures and they jockeyed like professionals until the last lap, when Taylor, of the Crescents, defeated Welch of the Racycles by a close margin, Shanklin and Boehm being close up in the order named.

The miss and out race, which lasted three-quarters of a mile, brought out Taylor, Shanklin, E. R. Boehm and Welsh. At the finish of the first lap Welsh was railing the bunch and therefore was called from the track, Shanklin getting the hook the next time around. Boehm and Taylor sprinted for the finish and to the surprise of the crowd Taylor got walloped.

Taylor, Shanklin, Welsh and Boehm started from scratch in the two miles handicap, but the handicaps proved too large for them to overcome and first prize went to W. W. Shaw, on 100 yards. Taylor won time prize by outsprinting his co-markers. The summaries:

One mile novice—Won by A. Edwin Schmidt, Lafayette Wheelmen. Time, 3:00. Also rode—Frederick M. Sanborn, Fred S. Plitt, Andrew Miller and C. Bremsteller, of the Crescent Bicycle Club; Edward R. Sauerwald, of the Lafayette Wheelmen, and Harry Lindeman, of the Racycle Bicycle Club.

One-half mile for boys—Won by John T. Mangum, Jr., Brooklyn Cycle Club; second, Walter Keuka, Highland Wheelmen. Time, 1:28.

One mile open—Won by Thomas S. Taylor, Crescent Bicycle Club; second, Fred Welsh, Racycle Bicycle Club; third, Robert L. Shanklin, Crescent Bicycle Club; fourth, Edgar R. Boehm, Lafayette Wheelmen; fifth, John W. Webster, Brooklyn Cycle Club. Time, 3:06.

Miss and out—Won by Edgard R. Boehm, Lafayette Wheelmen; second, Thomas S. Taylor, Crescent Bicycle Club; third, Robert L. Shanklin, Crescent Bicycle Club; fourth, Frederick Welsh, Racycle Club. Time, 2:30. Distance, $\frac{3}{4}$ mile.

Two miles handicap—Won by W. W. Shaw, Cyclone Cyclers (100 yards); second, Andrew Miller, Crescent Bicycle Club (100 yards); third, J. Fred Huber, Brooklyn Cycle Club (125 yards); fourth, Samuel Eby, Carroll Cyclers (125 yards); fifth Frederick Sanborn, Crescent Bicycle Club (150 yards); sixth, E. R. Sauerwald, Lafayette Wheelmen (125 yards); seventh, A. E. Schmidt, Jr., Lafayette Wheelmen (100 yards); eighth, Edw. Borschell, Brooklyn Cycle Club (300 yards); ninth, Thomas S. Taylor, Crescent Bicycle Club (scratch); tenth, Frederick Welsh, Racycle Bicycle Club (scratch); eleventh, Edgar R. Boehm, Lafayette Wheelmen (scratch); twelfth, Frederick Marx, Highland Wheelmen (200 yards). Time, 6:17.

Two miles pursuit for motorcycles—Won by George W. Rogers; second, Reddy Moore. No time taken.

Roy Club's Crack Equals Record.

Jerome Steinert, the Roy Wheelmen's crack, who apparently is as fast upon the road as upon the track, equalled the American road record for 20 miles in the Eastern Division, Century Road Club Association's handicap road race last Sunday, 10th inst., held at Valley Stream, Long Island.

Steinert started from scratch with J. B. Hawkins, of the Century Road Club Association, but the latter was tired from having competed in two short distance sprint races previous to the road race, and had to drop behind at 15 miles. Had Hawkins been able to continue with Steinert until the finish the record would have been broken. Steinert covered the course which, by the way, had three turns, in 53 minutes 20 seconds, thereby equaling Joe Eifler's record made July 28, 1908.

The race was won by F. Winnis, with a handicap of 5 minutes. The finish between Winnis and R. Wright was the most interesting feature. Both riders started from the same mark and kept together until the finish. By a well timed jump Winnis beat his co-marker by a half length. His time was 56 minutes 25 $\frac{1}{2}$ seconds. The summary.

Rider.	Hdcp.	Time.
F. Winnis	5:00	56:25 $\frac{1}{2}$
R. Wright	5:00	56:25 $\frac{3}{4}$
E. Schuber	6:00	57:26 $\frac{3}{4}$
M. Hipwell	5:00	56:26 $\frac{1}{2}$
C. Bowsky	7:00	58:29 $\frac{3}{4}$
J. Pike	2:30	54:40 $\frac{3}{4}$
Jerome Steinert	Scratch	53:20
T. La Rossa	2:30	56:44 $\frac{1}{2}$
J. B. Hawkins	Scratch.	56:55
P. Wollenschlager	7:00	62:48

Senhouse Has Gone to Work.

Steve Senhouse, the Australian bicycle rider, has gone to work. He has been appointed engineer of the county infirmary at Salt Lake City.

INNOVATION IN CLUB PICTURIS

New Hampshire Organization Has Correct Idea When Facing Camera—May Sounds Doom of Stiff Poses.

Hats off to the Consolidated Motorcyclists, a club which has succeeded in getting itself photographed in an original setting! The members hail from Keene, N. H., and instead of lining themselves up in a straight line or company front, they have used a real out-of-doors scene in their picturesque state, bringing in a country road,



CONSOLIDATED MOTORCYCLISTS STOP FOR THE CAMERA

farm houses, a woods beyond, and, back of all, their own White Mountains. The picture, which is reproduced herewith, was snapped while the club was actually on a run, and is refreshing in revealing by the attitude of those who are in it that they were not oppressed by serious considerations of getting their photograph "took." The suggestion of a "bird's-eye" effect is also novel, and the combination of real scenery with an easy "off-hand" grouping of the club members is in happy contrast to the more common "posing" with an idea of "looking pretty" and getting every man in the front row.

Atlanta Cards Six Motorcycle Races.

Entry blanks for the motorcycle races to be held in conjunction with the Atlanta Automobile Association's initial race meet upon the new two miles Atlanta Motor Speedway, November 9th to 13th, were issued this week, and show that six events have been carded, as follows: Flying mile trials, 10 miles open, 20 miles open 6 miles open, 4 miles open, and a 10 miles consola-

tion for non-winners. In all except the 20 miles open two merchandize prizes are offered, valued respectively at \$50 and \$15. In the 20 miles event there are three prizes, valued at \$50, \$25 and \$15. Entries will close November 5th with Edward M. Durant, 720 Candler building, Atlanta, Ga.

Coping with the Bicycle Thief.

Since the last California legislature repealed the law making it a felony to steal a bicycle, the number of wheels stolen in Frisco, has averaged three a day according to the local police, whereas, when the statute was in force, the thefts were 50 per cent less. Under the present ordinance

it is necessary to prove that a stolen wheel is worth more than \$50, in order to make the offense a felony, while, under the old law the mere taking of a bicycle constituted a criminal act.

Testing Longevity of Tires.

Harry Long, an Englishman, who is trying to exploit and wear out tires for a tire manufacturer, by engaging in a mileage hunt, has from the first of the year to August 31st, covered 15,250 miles, his mileage since May 1st having averaged about 100 miles a day. In four months—May, June, July and August—Long covered 10,653 miles. One of his accomplishments was to ride around the coast of Great Britain, or 5,263 miles, in 50 days.

London's Heavy Registration.

Up to the first of April last, 9,782 motorcycles had been registered in the city of London, out of a total of upwards of 30,000 motor driven vehicles of all sorts. The total income from motor vehicle licenses for the year was more than \$76,000.

MATCH RACE IS EASY FOR KRAMER

**But He Quits the Five Miles, Which
Clarke Wins—Carmen Shows Ama-
teurs His Recovered Speed.**

There has never been a great deal of doubt but that Frank L. Kramer, T. C. '09, is A. J. Clarke's master at the French style of match racing, where jockeying is the main essential to victory, and so it proved at the Newark (N. J.) Velodrome last Sunday, 10th inst.

Between 5,000 and 6,000 people came out to the track despite the fiasco of the previous Sunday, when Kramer won his title of "Technical Champion, '09," to witness the match race between the American and the former Australian, and also to see just how Kramer might have fared had he ridden the final championship race of the season as one heat instead of protesting and hypnotizing the referee into changing it into a heat race for his especial benefit.

The imposed-up public again received a gold brick for its portion, although this one had more gilt upon it than the one that was handed out Sunday before last. Kramer defeated Clarke rather easily in the first heat of the match and managed to score a victory in the second heat after being given a rough ride by Clarke. Then the spectators waited for the five miles scratch, but Kramer disappointed them by withdrawing before the finish for no other reason, it is said, than that he suffered from an acute attack of "pedalitis frigidibus." Clarke went on and won the race.

The Kramer-Clarke match race at one mile was disappointing. In the first heat Clarke went out first and for four laps the pace was so slow that at times it seemed the riders must fall from their bicycles. Coming into the stretch for the last lap Kramer shot down on the pole into the lead. He rode just the kind of a race he wanted to and was Clarke's master at every stage of the game, beating him by a length at the tape.

After being defeated in the first heat Clarke merited the disapproval of the spectators by indulging in some rough stuff in the second heat. Outgeneraled in the maneuvering for positions in both heats Clarke apparently lost his head when it happened the second time. When Kramer went around Clarke the latter rode up alongside and elbowed Kramer so palpably that the Jerseyman had to back pedal and let Clarke have the lead. Instead of quitting, however, Kramer followed his rival around the turn. Just before reaching the last turn Clarke gave Kramer a switch and then held his elbows out on the stretch. Kramer continued, however, and in spite of the wide ride just nipped the Australian at the tape. It was just as well that Kramer won, as Clarke probably would have been disqualified. It was the first time the Australian has been known to resort to unfair tactics, but as

the N. C. A. never suspends anyone for employing them he probably realized that he took small chance of punishment.

Considerable surprise and indignation was expressed when Kramer dropped out of the five miles scratch in the third lap. Really more people went to the track bent on seeing this race than were attracted by the match. Many wanted to see Kramer measure strides with Clarke in such a race, and with the championship over it was thought that Kramer would give battle at the longer distance. But he didn't. He quit, and for such actions abroad riders are either fined or suspended.

Clarke put up a great ride in this race and doubtless would have won with Kramer in. Fogler went to the front at a lap and one-half to go, with Macfarland second, Clarke third, and Lawson fourth. This was the order at the bell, and around to the backstretch of the last lap, when Clarke jumped. Lawson was on his wheel and had a hard time hanging on. Fogler and Macfarland kept plugging and finished in the order named back of Lawson.

The riding of Fred Jones, of Passaic, N. J., who is going through his first season as a declared professional, in the two miles invitation handicap, was well worth witnessing. Jones made good his allowance, rode hard and long and came home with plenty to spare over Fred West. Peter Drobach won a piece of change by defeating Teddy Billington in the half mile handicap. Fenn and Fogler could not make up the distance in time.

Clarence Carmen, very well recovered from the fall which put him in the hospital with a dislocated hip at a time when he was leading for the amateur championship, divided honors with Maurice Venden Dries in the amateur events. Carmen took the handicap and Maurice Venden Dries defeated his brother William in the scratch race. The summaries:

One-half mile handicap, amateur—Won by Clarence Carmen, Jamaica (35); second, Eugene Bataille, East Orange (50); third, William Vanden Dries, N. Y. A. C. (20). Time, 1:01½.

One-half mile handicap, professional—Won by Peter Drobach, South Boston (50); second, Teddy Billington, Vailsburg (55); third, Floyd Krebs, Newark (40); fourth, Patrick Hehir, Australia (35); fifth, W. S. Fenn, Bristol, Conn. (10). Time, 0:56.

One mile match, professional, between Frank L. Kramer, East Orange, and A. J. Clarke, Australia—First heat won by Kramer. Time, 3:44½. Second heat and match won by Kramer. Time, 4:03.

Two miles invitation handicap, professional—Won by Fred W. Jones, Passaic, N. J. (160); second, Fred G. West, San Francisco (40); third, John Bedell, Newark (scratch); fourth, Edward Rupprecht, Newark (45); fifth, Charles H. Stein, Brooklyn (70). Time, 4:00½.

One mile scratch, amateur—Won by Maurice Vanden Dries, New York; second, William Vanden Dries, N. Y. A. C.; third, John Brennan, N. T. V. W. Time, 2:26.

Five miles scratch, professional—Won by A. J. Clarke, Australia; second, Iver Lawson, Salt Lake City; third, Joe Fogler, Brooklyn; fourth, Floyd A. Macfarland, San Jose; fifth, W. S. Fenn, Bristol, Conn. Time, 10:33¾.

Hold a Meet on the Motor Parkway.

For the first time since it has been in operation the Long Island Motor Parkway was used for motorcycle racing last Sunday, 10th inst., when the Concourse Motorcycle Club held five interesting events, all of them closed to its members.

The most exciting race was the half mile for 5 horsepower machines, contested in two trial heats and a final. Downes won the first heat from J. Heichel, and W. McClellan led Albert Kreuder across the line in the second heat. Downes rode like the wind in the final heat, defeating McClellan, and scoring the fastest time made—25½ seconds, thereby winning the special prize offered by L. Restreppo.

Flying starts prevailed in all the events. B. Lessar won the half mile for 2¾ horsepower machines, but was defeated by L. Harburger in the following race—for 3½ horsepower machines. Harburger also defeated N. Feldstein in a mile match. J. Heichel took the prize in the half mile free-for-all. The summaries:

One-half mile for 5 horsepower machines—First heat won by J. Downes, Indian; second, J. Heichel, Indian. Time, 0:25. Second heat won by W. McClellan, Indian; second, Albert Kreuder, M-M. Time, 0:25¾. Final heat won by Downes; second, McClellan. Time, 0:25½.

One mile for 2¾ horsepower machines—Won by B. Lessar, Indian; second, E. Rosine, Indian. Time, 1:28.

One mile for 3½ horsepower machines—Won by L. Harburger, Indian; second, B. Lessar, Indian; third, M. P. Sullivan, Excelsior. Time, 1:18¾.

One mile match, 3½ horsepower machines—Won by L. Harburger, Indian; second, N. Feldstein, Indian. Time, 1:22½.

One-half mile free-for-all—Won by J. J. Heichel, Indian; second, W. McClellan, Indian. Time, 0:26¾.

Combes to Ride in Six Days Grind.

Herman Combes, who finished second in the 24 hours Bol d'Or race at Paris, has, it is reported, been engaged to compete in the six days race to be held in Madison Square Garden, New York City, in December. Leon Georget likely to be his mate.

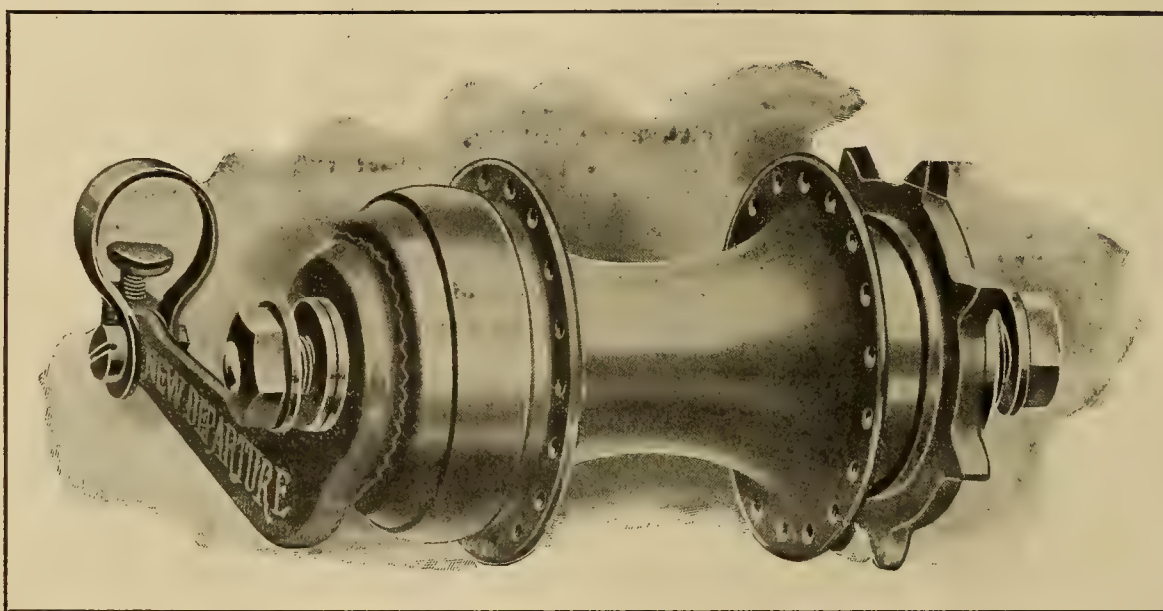
Derosier May Ride in Germany.

According to advices from Springfield, Mass., Jacob Derosier, the professional motorcycle crack, is to ride in Germany. Derosier has been contemplating a trip abroad for about a year.

Bardgett Goes Home to Collect Rents.

Walter A. Bardgett, the Buffalo sprinter, has returned to that city to look after his property interests there. He will return to New York City for the six days race.

New Departure Dealers



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Write for 1910 Catalog

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Connecticut

COASTER BRAKE LICENSORS.

PRIVATE OWNER'S RUN IN CHICAGO

Contest in Which Trade Element was Wholly Eliminated—Rain and Other Things Mar Its Success.

Although it is officered largely by men in the trade, the Chicago Motorcycle Club is the first organization to realize the desirability of making a real effort to encourage the participation of private owners to engage in competition.

Its first endeavor in that line took the form of a "private owners' trial run," which occurred on Sunday last, 10th inst., despite the weatherman's unsympathetic attitude and his strenuous efforts to submerge everybody and everything concerned in it. Club members only were eligible to compete, and there were 40 nominations, which, however, shrunk to 29 starters, who were sent away at 5 o'clock Sunday morning. Earlier in the morning it had rained quite merrily, which dampened the enthusiasm of quite a few, but at the starting hour the weather cleared temporarily, which deluded the contestants into believing that the overhead sprinkling pot had been emptied. The course was through Waukegan, Algonquin, Elgin, Aurora, and home, about 200 miles, with a schedule of 15 miles per hour.

About an hour after starting Jupiter Pluvius again upset the pot, which drove half of the field to cover, and they surrendered, but the dozen or so who were left continued on to Waukegan. On the way back, half of those who remained chucked it at Half Day. Most of the quitters were persuaded to do so by some interested persons who induced them to witness some track races at Libertyville, in which a Waukegan promoter had several fingers. Between Lake Zurich and Algonquin, the roads were so bad that all who reached the latter control were an hour late, but they checked in on time at the final control at the club house. There were no perfect scores, which is not surprising under the circumstances, but the survivors will receive medals. The six who finished and their scores follow: Macomber, 970; Crocker, 969; Bobinsky, 956; Bardwell, 919; Levis, 915; Voightman, 888.

Seven Survive Swenson's Classic.

Despite the efforts of B. A. Swenson, the energetic local dealer, to round up a good field for the classic—and a classic it is for Providence (R. I.) motorcyclists—but 11 riders turned out for the annual triangle run to Boston, Worcester and return, 150 miles, on Sunday last, 10th inst., and only 7 finished, all on Indians. Swenson, riding a 2¼ gear drive Indian, acted as pacemaker, checker, and in every other required capacity; he started last and finished first at each control, "as usual." It was his ninth trip around the triangle on a motorcycle, and his fellow riders now are of the opin-

ion that he could cover the course with a wheelbarrow and check in on time. Leaving Providence at 7 a. m., the riders arrived in Boston at 10 o'clock with a mortality list of 4, but the remainder lasted to the finish. Worcester was sighted at 1 o'clock, and a stop was made for dinner, after which the last leg home was covered in fast time, all arriving inside the limit. The survivors were as follows: B. A. Swenson, Frank O. Johnson, Karl Nilson, F. E. Wilkinson, H. Wilkinson, Fred L. Draper, and F. Labonte.

Nine-Year-Old Masters Motorcycle.

Infant prodigies are not yet numerous in the ranks of motorcyclists, but Nassau, N. Y., boasts the "real thing" in that line—a young motorcyclist who actually "delivers the goods," in that he successfully oper-



NASSAU'S INFANT PRODIGY

ates a machine that is many sizes too big for his diminutive proportions and tender years. The motorcycle, an Emblem, belongs to his father, Rural Mail Carrier Canaday, but the boy, who is only 9 years old, and weighs 75 pounds, has learned all the tricks of handling spark, throttle, lubrication and steering. That he actually rides the machine alone is evidenced by the accompanying illustration, which shows him taking a grade with the ease and monchalance of a veteran. Starting the motorcycle presents some difficulty for him, because the pedals are too far away from the saddle for him to reach successfully and give the necessary kicks, but when once launched, either by heading the machine down hill or through a kindly push-off by a "grown-up," he is complete master of the situation, and is able to beam on pedestrians and other traffic with a contented, "just-as-easy" smile.

Berlin Has Its Bicycle Fagin.

The Berlin police have just unearthed a thieves' academy worked by a man named Karl Damp. He trained his pupils mainly in the fine art of "sneaking" cycles left unguarded in the streets. Damp's advanced pupils worked alone. Novices and non-experts he would accompany, assisting them with advice and active participation. Smart pupils earned as much as from \$1 to \$1.25 a day, but bunglers received a thrashing in lieu of money.

GOERKE FOOLS THE HANDICAPPERS

Brooklyn Rider Captures Four Out of Five Events at Newark—O'Brien and Drummond do Clever Riding.

That previous experience on small tracks is a factor to be reckoned with by handicappers was again proved at the New Jersey Motorcycle Club's race meet held at the Olympic Park half mile track, Newark, N. J., Sunday last, 9th inst., when Kalter Goerke, of Brooklyn, won four of the five events in which he started and upon three occasions broke the record for that oval.

Goerke's best time was made in the 10 miles handicap when he started from scratch in a field of eight and covered the distance in 12:24½, an average of 1 minutes 14½ seconds to the mile. The best time previous to last Sunday was a mile in 1:19½, made by Goerke a month ago, when he first rode upon the track.

There were others to bask in the lime-light last Sunday afternoon, and on the whole the spectators had a lively afternoon's sport. Although outshone by the Brooklyn rider in the open events, A. G. Chapple, of New York City, outguessed Goerke in a special match race. Stanley T. Kellogg, of Bridgeport, Conn., was to have been a contender, but he did not appear. Howard O'Brien and Percy Drummond, the two Newark riders, also came in for a share of glory. O'Brien won both three miles scratch races for members of the local clubs, while Drummond took a five miles event of the same nature. O'Brien and Drummond were frequent runnersup, as was William H. Wray, Jr., of Brooklyn.

Goerke came on the track with his 5 horsepower Indian tuned to perfection, and that he had learned to take the curves at the precise angle was shown by his riding throughout the afternoon. That Goerke surprised even the handicapper was shown by the fact that his penalties were entirely inadequate, as he closed the gaps on the field readily. In fact, the handicapping caused no little argument and bad feeling. In the five miles handicap Goerke was in the lead at 3½ miles, passing Drummond and O'Brien at that point. His time in this event was 6:13½, an average of 1:14½ to the mile.

In the seven miles handicap Goerke was nosing his way in front at four miles and this he did at an average speed of 1:15½ to the mile. At seven miles he had lapped O'Brien and Drummond twice and Chapple once; the last named had started from scratch with him.

Drummond won the five miles for members of the promoting club, with George Riechey second, getting the decision by 15 yards. O'Brien did some clever riding and won both the three miles events.

The match race between Goerke and Chapple was one of the most interesting

events of the afternoon. Both riders started from in front of the grandstand and Chapple managed to get the lead, which he held for a mile and one-half, when he rode wide on one of the turns and Goerke slipped through on the pole. This bit of jockeying was followed by some more stunts, Chapple finally outguessing Goerke on the turn into the homestretch, when he opened the throttle wide and secured a jumping lead, which Goerke was not able to overcome in the short distance to the tape. The Brooklynite was beaten by five yards. The summaries:

Three miles scratch, stock machines only—Won by Howard O'Brien (Indian); second, A. G. Mercier (Indian); third, William James (Indian). Time, 4:11.

Five miles handicap—Won by Walter Goerke, Indian (scratch); second, Percy Drummond, Indian (0:20); third, Howard O'Brien, Indian (0:20). Time, 6:13½.

Miss and out—Won by Walter Goerke (Indian); second, W. H. Wray, Jr. (Indian); third, A. G. Chapple (Indian). Time, 4:33½. Distance, 3½ miles.

One mile match between James Moore (Excelsior) and H. M. Malcolm (Excelsior)—Won by Moore. Time, 1:42.

Seven miles handicap—Won by Walter Goerke, Indian (scratch); second, W. H. Wray, Jr., Indian (0:15); third, Howard O'Brien, Indian (0:25). Time, 8:46.

Three miles scratch, members New Jersey Motorcycle Club—Won by Howard O'Brien (Indian); second, H. M. Malcolm (Excelsior); third, Carl Bush (Indian). Time, 4:15¾.

Ten miles handicap—Won by Walter Goerke, Indian (scratch); second, Howard O'Brien, Indian (0:50); third, W. H. Wray, Jr., Indian (0:15); fourth, Percy Drummond, Indian (0:45). Time, 12:24¾.

Five miles scratch, members New Jersey Motorcycle Club—Won by Percy Drummond (Indian); second, George Riechey (Indian). Time, 7:24¾.

Two miles match between Walter Goerke (Indian), and A. G. Chapple (Indian)—Won by Chapple. Time, 2:38¾.

American Wins English Hill Clamb.

Although G. Lee Evans, who rode an Indian motorcycle in the 158 miles race for the Tourist Trophy, held on the Isle of Man, as reported in last week's *Bicycling World*, gave the Englishmen a scare by leading the first half of the race, and finished second because he stopped too long for gasoline and oil, he gave them real cause for exclamation the following day, when the hill climbing events were held. The principal event was for riders and machines that had competed in the Tourist Trophy race and Evans on the American machine swept all before him. He climbed the steep mountain road in 8 minutes 41 seconds, which was 8¾ seconds faster than was made by C. R. Collier and 22¾ seconds better than the performance made by H. A. Collier, who led Evans across the line in the Tourist Trophy contest.

FAMILY-CARRYING MOTORCYCLE

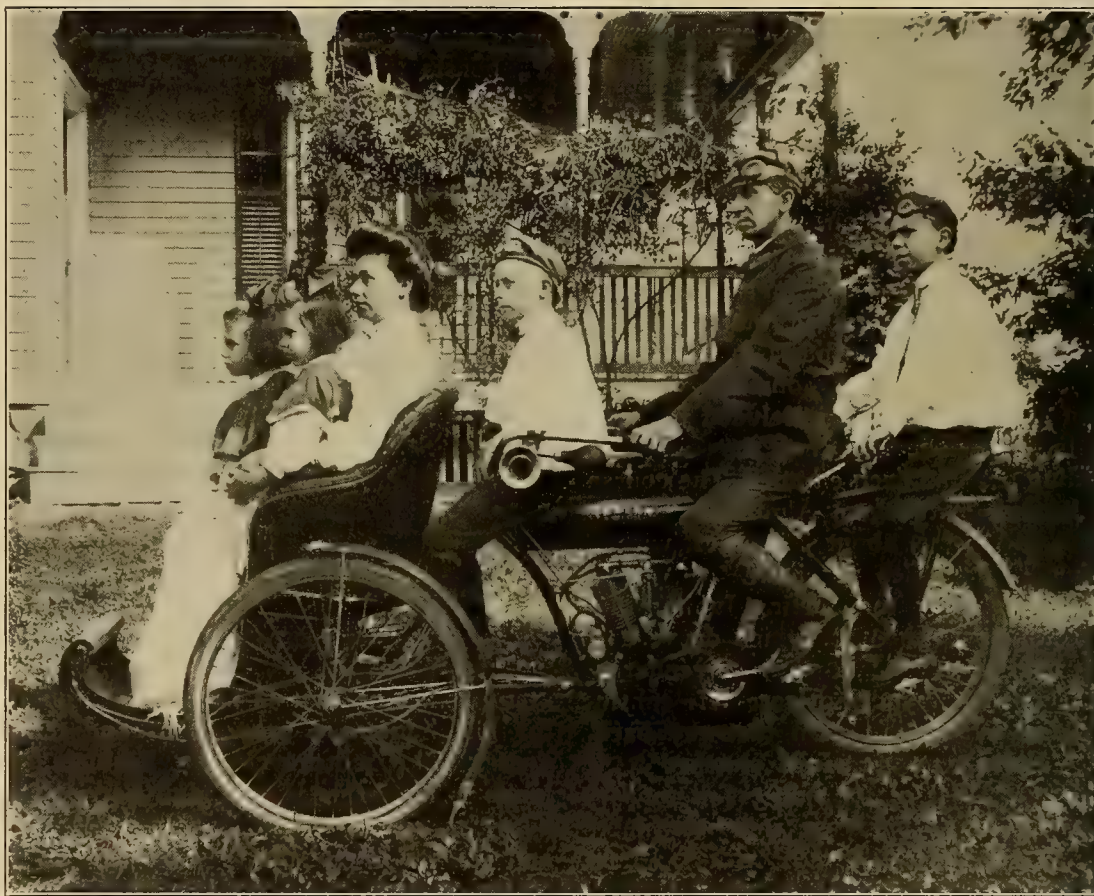
Jersey Enthusiast Proves "Unselfishness" of His Twin Indian—Added Expense is Minimum.

Caustic criticisms that the motorcycle is a "selfish" vehicle in that it accommodates only one person, must fall to the ground when confronted by the feat of John Steele, a veteran rider of Midland Park, N. J., who uses his twin Indian as a family conveyance for a total of six persons and

This expense, however, Steele cheerfully meets, as it is trifling when balanced against the benefits of converting his motorcycle into a six-passenger vehicle.

Cycle Thieves Active in Canada.

In "loving a shining mark" the cycle thieves of Toronto, Ont., apparently are like death itself, and their predilection for fine machines is assisted in its indulgence by the fact that no small proportion of the members of parliament and other high officials of the Canadian government are enthusiastic cyclists with high grade and well



READY FOR THE FAMILY MOTORCYCLE OUTING

actually takes them all on outings, while Mr. and Mrs. Steele and the two boys frequently have gone on long journeys. The elder boy is almost as competent as his father in operating the machine, and frequently does so. Since the accompanying picture was taken, showing Steele and family enjoying the machine, two more members have been added in the person of twins, but as they are yet in the goo-goo age, Steel has not yet racked his brain to find a place for them. The tandem saddle at the back, and the leather tool bag on the top tube serve as the seats for the boys, while the two girls are taken care of with Mrs. Steele in the forecarriage. As is to be expected in such service, the machine as a whole is subjected to some unusual strains, but practically only the manifestation of ill effects is in the rear tire, although Steele admits that he often has longed for a free engine. Because of the great additional weight and the increased tractive strain necessary to propel the whole party, the rear tire succumbs before half its normal life is reached and a new one is necessary.

equipped mounts. In one week there were four victims of the gentlemen with "taking" ways, Sir James Whitney being the first to find his bicycle gone. Shortly afterward, Edward Bayley, solicitor of the Attorney General's Department, reported his machine missing, to be followed by M. C. Currey, a parliamentary secretary, and F. L. Woodley, of the Education Department, with similar complaints.

Close Finish in Colorado Race.

J. "Slivers" Boyd defeated C. Armstrong in the most exciting motorcycle race of the season at the Tuilleries saucer track, Denver, Col., Sunday, 3d inst., barely twelve inches separating the men at the finish. The distance was 5 miles, and Boyd had the pole at the start. Armstrong made many attempts to pass his rival, but Boyd was able to hold him off on every turn. The time was 6:20. The five miles open bicycle race was won by J. Moberly in 11:29; he finished two feet ahead of a large field. A novice motorcycle race completed the program.

HOURL RECORDS FALL AT MUNICH

Francois Cuzin Lowers Half and Hour Amateur Time—Paul Guignard Wins Additional Laurels.

Breaking the hour motor paced record seems to have become a habit abroad, for it was only 15 days after Paul Guignard succeeded in the phenomenal feat of riding 63 miles 189.8 yards in one hour, thereby breaking the world's professional record, that the wires between Munich and Germany buzzed with the announcement that the amateur record for the same time also had received a jolt.

Previous to September 30th the hour motor paced hour record stood at a little more than 51 miles, and to the credit of Octave Lapize, a Frenchman, who since has turned professional. On that day Francois Cuzin, a French amateur of note, accomplished the feat of riding 91 kilometers 200 meters, or 56 miles 1,128 yards in 60 minutes. His distance for one-half hour was 45 kilometers 423 meters, or its equivalent, 28 miles 365 yards. Cuzin was paced by George Touissant, the record breaking ride taking place on the Munich track, where two weeks previously Guignard, the professional, astounded the cycling world by his wonderful performance. Not only did Cuzin break the records for one-half and one hour, but he broke Lapize's records from 10 to 100 kilometers, inclusive, times which have been accepted by the Union Cycliste Internationale. His time by kilometers follows:

Kil.	Miles.	Time.
10	6.2	7:02
20	12.4	13.32½
30	18.6	20.03
40	24.8	26.29
50	31.0	32:59
60	37.2	39:37
70	43.4	46:06
80	49.6	52:35
90	55.8	59:06½
100	62.1	1:05:45½

Paul Guignard, who recently distinguished himself by breaking the world's professional motor paced hour record, won additional laurels at the Steglitz track, Berlin, 3d inst., when he captured the 100 kilometers championship of Europe by covering the distance in 1:18:41, and defeated Schipke by one-fifth mile. Robl was third, Walther fourth, Dickentmann fifth and Theile sixth.

Empire City Club's Field Day.

Sunday last, 10th inst., was a field day for the Empire City Wheelmen of Brooklyn, as they held three races for members, two of them being the first races for the fourth annual "cup series," and the other was the monthly 10 miles handicap. All three events were held on Twenty-second avenue, in the Flatbush section of Brooklyn.

There were 33 entries in the various events, the first race being the first heat of

the half mile handicap, which was won by Matt Barnett, from 88 yards. Herman Lind, 60 yards, was second, John Becht fourth and John Esposito fifth. Carl Ericson, the honor marker, was shut out. In the second heat Patsy Demans, with 40 yards, managed to defeat Franklin Fisher, 15 yards, by a close margin, J. Struber, also on 15 yards, being close up for third. Walter Raleigh, the scratch man, was fourth. Barnett won a good race in the final heat and took Struber's measure. Fisher was third, Becht fourth and Raleigh fifth. Time, 1:03½.

The mile handicap was run in one heat and Fisher, who was allowed 30 yards, defeated E. Goerke, 50 yards, by two lengths. One length behind Goerke finished Struber, 30 yards. Becht was fourth and Herman Lind fifth.

These two races counted for points for the six beautiful cups that the club annually puts up for competition in a series of handicap races. Points are scored upon a basis of 6, 4, 3, 2 and 1 for the first five finishers, and as a result of last Sunday's races Fisher leads with 9 points, Struber and Barnett being close up with 7 and 6 points, respectively.

The 10 miles monthly handicap resulted in a victory for H. R. Brown, Jr., who was allotted a handicap of 45 seconds. Goerke was second and Thomas third. The summaries:

One-half mile handicap—Won by Matt Barnett (88); second, John Struber (15); third, Franklin Fisher (15); fourth, John Becht; fifth, Walter Raleigh (scratch). Time, 1:03½.

One mile handicap—Won by Franklin Fisher (30); second, E. Goerke (50); third, J. Struber (30); fourth, J. Becht (40); fifth, Herman Lind (60). Time, 2:12½.

Ten miles handicap—Won by H. R. Brown, Jr. (0:45); second, E. Goerke; third, Thomas J. Murphy. Time, 27:29½.

Bloch Wins Autumn Grand Prix.

Bloch, riding an 8 horsepower machine, won the 124 miles Autumn Grand Prix, promoted by the Motorcycle Club of Paris, and held on the Guigness-Lissy circuit on September 26th. Bloch's time was 2 hours 23 minutes, an average of 52 miles per hour. Mouton was second in 2:31:00, and A. M. Fay third in 2:49:00. Bloch made the fastest lap, 28.9 kilometers, in 19 minutes, an average of 56½ miles an hour.

Poulain Aspires to be a Bird.

Gabriel Poulain, the former world's sprint champion, is now experimenting with aeroplanes. Albert Edward Wills, the British pace follower, is another rider who has turned his attention to flying machines.

"Major" Taylor Again to "Retire."

"Major" Taylor, the American negro sprinter, says that he will definitely retire from the track at the end of the present season. This will make Taylor's 'steenth retirement.

STREET RACING THRILLS CROWDS

Indiana Town Enjoys Three Motorcycle Races, with Two Spills—The Yoders Clean up the Day.

Residents of South Bend, Ind., got plenty of thrills when three motorcycle races were held on the public streets in the northwest part of the city, Thursday afternoon, 7th inst. The events were for singles, twins and a free-for-all, and three riders were injured, one of them seriously, but not fatally.

The races started at Cushing street and Michigan avenue. The corner was patrolled by 40 policemen, but they had a hard time keeping the large crowd from the roadway.

The first event was four laps, 17.2 miles, for twin cylinder machines, and three riders started—P. Yoder, of South Bend; V. Yoder, of Elkhart, and J. Ferris, of Valparaiso. The last named entered the race without ever having seen the course and as the result he came to grief on the first turn. He skidded against the curb at that point and he and the machine landed against the iron fence and fire alarm box. He was so badly hurt that an ambulance was called and the injured rider taken to the hospital.

With Ferris out of the contest the Yoder boys, who found out after the race that they were relatives, were left to fight it out for first honors. The South Bend Yoder won the race in 30:40½. His Elkhart relative finished in 31:18. The winner rode a Curtiss and the other finisher a Harley-Davidson.

The other race was over the same course and at the same distance, for singles. V. Yoder rode an Excelsior and had a walk-away in 26:49½, Tolski on a Yale getting second in 29:20½, and Smith on a Thor third in 29:40½.

Two riders were hurt in this race. A rider named Stackwisk was slightly injured but Smith received a fall in the second lap, that broke two fingers. Although his face was badly cut and one pedal ripped off his machine, he pluckily continued and finished third.

In the free-for-all race at the same distance, although over a slightly different course, V. Yoder again had an easy victory, this time on a Harley-Davidson, completing the 17 miles in 25:46½. Andrews on an Excelsior, finished in 29:28½, and Tolski on a Yale was third; his time was 32:33.

Akrans to Hold Annual Races.

The Akron Wheelmen, of New York City, will hold their annual series of road races at Valley Stream, L. I., on Sunday, October 24. Three events are on the card, at 1, 5 and 10 miles, respectively, the first mentioned to decide the club championship.

TREATING A CLOGGED JET

Solving One of the Most Puzzling Carburettor Troubles—Manifests Itself in Several Ways.

Perhaps the most puzzling of all carburettor troubles is that due to a clogged jet. This is true not because in its most familiar form it causes complete stoppage of the engine, but because it occurs at its worst in such a way as to produce only partial stoppage of the fuel. Under such circumstances, it may give rise to any number of symptoms which may seem to point to conclusions entirely remote from the carburettor, perhaps even from the gas itself. For the missing, upsetting of the mixture, irregular running and sudden stoppages which are caused in this way, may seem to arise from almost anything from a weak spark to faulty valve action. On this account it is well to consider the fact that there are several ways in which the clogging action may take place.

Particles of dust and dirt brought in with unstrained fuel, bits of solder detached from the interior of the tank, flecks of waste or lint and paraffine wax due to a poor quality of gasoline, are the main contributing causes to this difficulty. Others, including the traditional fly, and the shreds of rag inserted by the viciously inclined, as well as water in the fuel, are accountable for the annoyance at times. But apart from the original source, the more important concern is with the way in which it takes effect. Generally speaking it is at the jet, and the exact way in which the stoppage of flow may occur is not always clearly appreciated.

Hard particles of metal or dirt usually are drawn up against the orifice or orifices of the jet, and are held there only until the flow ceases, when they drop back out of the way—that is, unless they happen to be of just the right size and shape to become wedged in place. Unless this happens, as is the case very rarely, the motor merely will miss, or if stopping altogether, may be started again at once, and will continue to run until the flow becomes sufficiently strong to pick up the particle and jam it into the orifice again. If there are several very small openings to the jet, of course, it is possible that the obstruction may only clog one of them, thus weakening the mixture without entirely checking the flow.

Far more puzzling, however, is the trouble which arises when a bit of waste or a lump of wax becomes lodged in the jet. As the jet is of larger diameter immediately below the orifice than at the point of its effective area, it occasionally is the case that a particle of adhesive material or a shred of fiber may become stuck in the upper part of the stand pipe, partly out of the track of the opening itself. The result of this will be that only when the flow of fuel

is very strong will it be drawn partly over the opening stopping it up wholly or in part, but without itself being detached from the point to which it has adhered. Thus it acts very much like the valve in the piston of a common tire pump. The result is that if a wire is run down through the opening in an effort to clear the jet, or if the nozzle of the pump is applied to it for the purpose of blowing it clear, the obstruction will merely be forced to one side, without being removed from the nozzle. Consequently, as soon as the carburettor goes into action again, the flow of fuel speedily picks up the obstruction and drags it across the opening once more, thus causing a repetition of the former difficulty.



Needless to say, when such difficulty exists, the tendency is to regard it as arising from some other source than the jet, provided that member has, as it seems, thoroughly been cleared of all obstruction. Just such a simple trouble as this has been the cause of more than one overhauling which otherwise was uncalled for, and which ultimately brought about a solution of the difficulty without any direct cause for its existence having been discovered. Once the jet has been removed from the carburettor, or its top unscrewed, which amounts to the same thing, the clogging impediment generally disappears without more ado, leaving no trace behind it, and it is so inconspicuous anyway, that it may be overlooked unless sought after most assiduously.

The point to be borne in mind is that certain classes of stoppage which may affect the carburettor, refuse to respond to the ordinary methods of treatment, but continue to interfere with the workings of the engine, rendering its performance so erratic as to baffle even the most practiced diagnostic. While no set rules can be laid down for isolating the more unusual sorts of trouble

which arise from this source, the method of prevention is easy to see. With the utmost care in straining all fuel before it goes into the tank, and the most scrupulous attention in keeping all ports, pipes and passages clean when overhauling is being done, there is no reason to expect any trouble of the sort in question, save where the gasoline contains a large amount of free paraffine. Usually, however, this material merely accumulates above the drain plug in the bottom of the carburettor, without doing much of any harm until it has amassed in considerable bulk. Frequent drainage of the carburettor, together with the precautions above mentioned should keep away the trouble. When it has made its mysterious appearance, the failure of the usual methods of clearing the jet, must be followed by a complete overhauling.

Clearing Out the Muffler.

While the firing of a good sized charge of live gas in the muffler occasionally may result in clearing that important device of a large amount of accumulated carbon deposit and scale, such explosions, artificially produced, are not to be recommended as a means of clearing out fouled and choked passages. It is too apt to be provocative of serious difficulties. What is of considerable advantages at times, however, is to tap the exterior of the muffler lightly with a hammer in order to free any particles of foreign matter which may be adhering to its inner surfaces. Such treatment, followed by a few minutes of brisk running on the stand can do no harm, and often results in a surprisingly effective removal of impediments to the free discharge of the exhaust.

Engine Action and Gear Ratio.

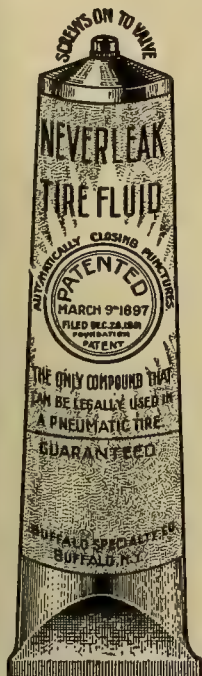
When the gear ratio of a motorcycle has been changed there is some chance that the performance of the engine may be misjudged when in reality it is doing its work as well as could be expected. For the same rate of travel, the engine will turn over faster with a low gear than with a high one, and hence it follows that upon changing the gear ratio, the engine will be found to be running at an unaccustomed rate when covering familiar ground. This should not be taken as an indication of any change directly affecting its operation, however.

Proper Pressure for Motorcycle Tires.

If a tire rim-cuts it is due either to a rim which is bent and prevents the clinch seating itself properly or to riding the tire soft. Separation, blisters and ruptures also are induced by riding tires too soft. To avoid these evils, Morgan & Wright, whose motorcycle tires are tested to 100 pounds, recommend that such tires be kept inflated to a pressure of 50 pounds.

Importance of "Lubrication" for Tires.

A liberal use of talcum or soapstone will do much to prolong the life of a tire. It acts as a kind of lubricant between the inner tube and casing.

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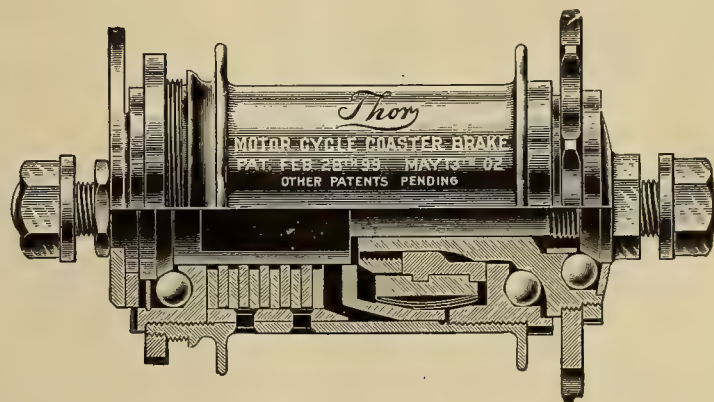
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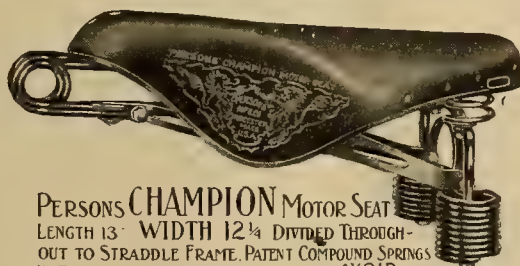
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RECENT PATENTS.

919,070. Monocycle. Diogo Pentaedo, Jr., Washington, D. C. Filed Sept. 9, 1908. Serial No. 452,221.

1. In a monocycle, the combination of a traction wheel, a pedal mechanism for driving the wheel and including a rotatable element operatively connected with the wheel, a clutch device for throwing the element out of operation, a rider carrying frame mounted on the axle of the wheel, means for gripping the frame to the wheel, and a controlling mechanism for simultaneously actuating the clutch device and said gripping means.

920,231. Carburetter for Internal Combustion Engines. Harry Z. White, Buffalo, N. Y. Filed March 13, 1908. Serial No. 420,989.

1. The combination, in a carburetter of a mixture chamber with a float chamber, a water jacket around said float chamber and means in said water jacket for carrying and heating hydro-carbon before it is delivered into said float chamber, substantially as set forth.

920,289. Pneumatic Tire. James W. Earnhardt, Los Angeles, Cal. Filed Sept. 23, 1907. Serial No. 394,138.

1. A pneumatic tire composed of a plu-

rality of sections having integral interlocking tongues formed upon opposite sides of the respective sections.

920,785. Support or Stand for Bicycles. Edwin H. Stayt, Spokane, Wash. Filed Nov. 5, 1908. Serial No. 461,168.

1. A bicycle stand comprising a frame adjustably mounted on the bicycle frame and having slots, supporting members mounted on the frame to swing on axes disposed at right angles to each other, the upper extremities of the members being guided by the slots and devices for holding the supporting members in operative or inoperative position at the opposite ends of the slot.

921,095. Chain Driving Belt. John E. Dukelow, Chicago, Ill. Filed Nov. 27, 1906. Serial No. 345,338.

1. In a device of the kind described, a plurality of pivotally connected links, each comprising a metal part provided with a shoulder at each end, and a cushion having a longitudinal recess in its back adapted to receive said metal part, and co-operating with said shoulders to prevent longitudinal movement between said cushion and metal part.

921,242. Bicycle Stand. Carl J. Hansen, Spokane, Wash. Filed Oct. 26, 1908. Serial No. 459,562.

A bicycle stand consisting of a rod with springs attached thereto adapted to clamp the same to the frame of a bicycle, said rod having sliding guides encircling the same to which are attached legs adapted to reach to the ground and braces supporting the legs, the sliding guides provided with a friction lock adapted to bind the guides to the rod and be manually released at will, said rod also provided with gravity pawls pinned at one end in cavities in the said rod and adapted to engage the sides of the tire of the front wheel of the bicycle, a coil spring encircling the rod and adapted to retain the pawls longitudinally in the cavities of the rod when the pawls are not in use, and pockets provided at one end of the rod adapted to retain the lower ends of the legs when the apparatus is not in use, substantially as described.

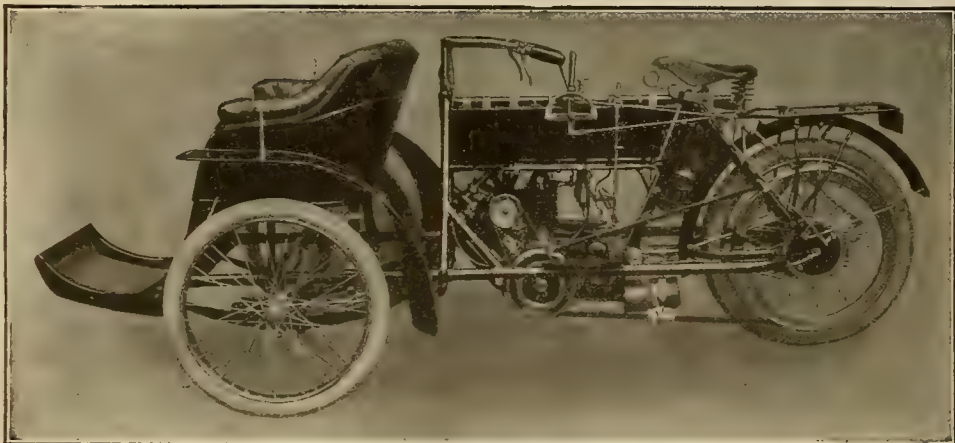
922,634. Power Transmission Mechanism for Motorcycles and Other Vehicles. George W. Sherman, New York, N. Y. Filed Nov. 14, 1908. Serial No. 462,566.

1. A device of the character described, comprising a hub having a threaded section, a threaded sleeve engaging said section, a driving gear loosely mounted upon the sleeve, a gear case, a planet gear carried by said case and interpolable between driving gear and sleeve, and means for directly coupling the driving gear to the sleeve.



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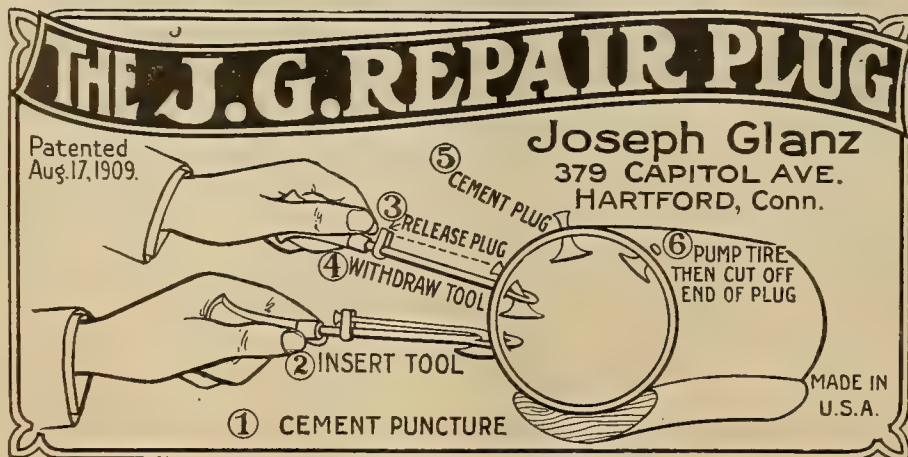
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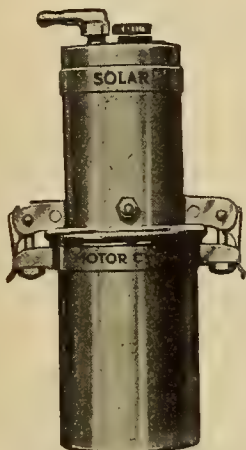
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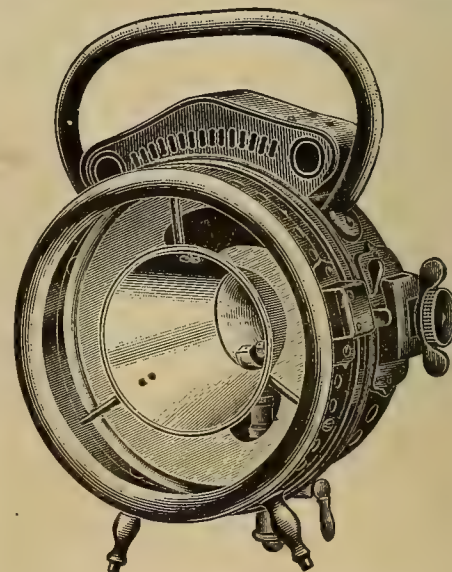
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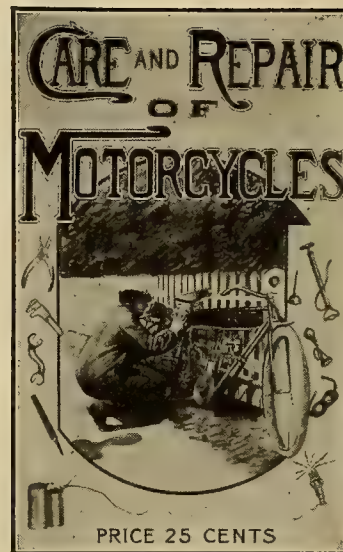
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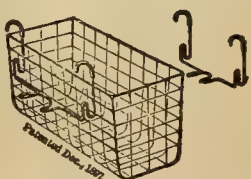
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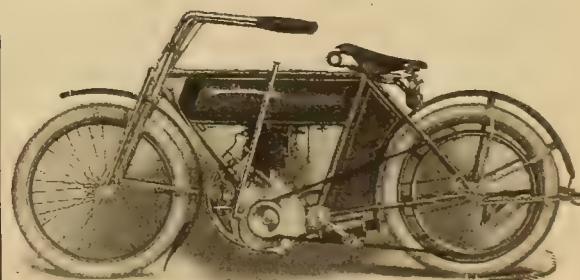
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AMOS SHIRLEY, Agent,
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TIGER CYCLE WORKS CO.

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ROYAL PIONEER AND RELIANCE
MOTORCYCLES

RACYCLE BICYCLES.

Full Line of Parts and Accessories.

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MOTORCYCLES.

Repairs, Storage, Etc. Phone 998 Riverside.

T. J. SIXSMITH,

New York Headquarters for R-S MOTORCYCLES.
Expert Repairing, Storing. Spare parts for all makes
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GREYHOUND MOTORCYCLES,
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Largest Stock of Supplies in the City.

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"THOR" AND EXCELSIOR MOTORCYCLES

Repairs, Supplies. Telephone 1346-W Williamsburg.

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Bicycles, Motorcycles and Sporting Goods.

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SUPPLIES. REPAIRS. STORAGE.

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141 Massachusetts Avenue, BOSTON, MASS.

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INDIAN MOTORCYCLES.

Complete line of supplies for both the man and the
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Fourth and Wabasha Sts., ST. PAUL, MINN.

Agents for R-S, THOR, CURTISS, THIEM,

N. S. U., ROYAL Motorcycles; also Bicycles.

Storage, Repairs, Supplies. Second-hand Machines

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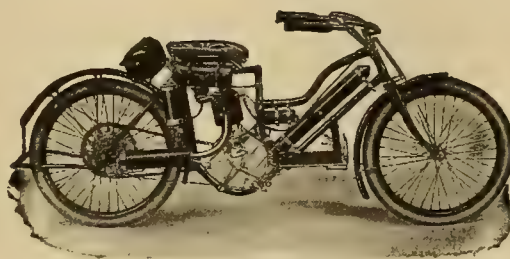
NEW ERA AUTO-CYCLE

Two Speeds, Free Motor, Hand Cranked.

Manufactured by

THE NEW ERA GAS ENGINE CO.,

2 Dale Ave., DAYTON, OHIO.



The IMPROVED

Valve Tap
and DiePrice
25c.Drop forged
one piece tire
valve reparer.Three in one—re-
moves insides, rethreads inside as
well as outside of valve. Handiest
tool ever devised.

THE MOTOR CAR EQUIPMENT CO.

55 Warren St. New York 1727 Broadway

Mesinger Cavalry No. 3

Best Saddle for long distance.

H. & F. MESINGER MFG. CO.,

1801-1803 First Ave. New York.



ESTABLISHED 1844.

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UNIVERSAL VALVES

TRADE MARK REGISTERED APRIL 30, 1895.

The Standard American Valves for
Automobile, Bicycle & Vehicle tires

Manufactured by

A. SCHRADER'S SON, INC.

28-32 Rose St. New York, U.S.A.

EVERY LIVE DEALER

sells

Duckworth Chains

Whether for bicycles or motorcycles they always
are in demand, and not to carry a stock of them
is to lose business. Duckworth Chains are the
standard.DUCKWORTH CHAIN & MFG. CO.,
SPRINGFIELD, MASS.

Send for Catalogue

IVER JOHNSON'S ARMS & CYCLE WORKS
FACTORY AND GENERAL SALES OFFICE
360 River St., Fitchburg, Mass., U.S.A.

New York Office, 99 Chambers St.
Pacific Coast Distributors: Baker & Hamilton,
San Francisco, Cal.

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BICYCLE TIRES

WRITE FOR PRICE LISTS AND DISCOUNTS

JAMES L. GIBNEY & BRO.
PHILADELPHIA

American Motorcycles

Our Agency proposition is the best
yet. We give a discount that will
make you money. Write us.American Motorcycle Co.,
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IDEAL PLATING CO.

Marlboro, Mass.

TORPEDO Has a Clean Record

Since 1904 the TORPEDO has entered
many Endurance Runs and in every event
has received a perfect score. Mr. Rider,
something worth considering. Write us.THE HORNECKER MOTOR MFG. CO.
GENESEO, ILL., U. S. A.MR. BERNHART SAYS—that the Jewell
car which went through the 2,600. mile Glid-
den tour, had "Perfect Ignition." He uses

STA-RITE Spark Plugs

Get a set right away. They are "Guan-
teed Perpetually"—because they stay right
longer than any other plugs.THE R. E. HARDY CO (Inc. 1900)
Factory 201 37th St., Brooklyn, N. Y.
309 Fisher Bldg., Chicago, Ill.

THE B. & S. MODEL "B"

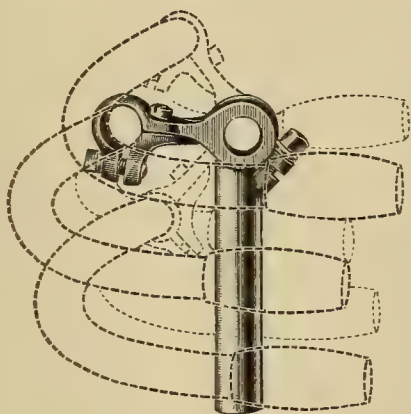
is the correct wrench for
your motorcycle. Write for
circular.

Empire Tires

WEAR LONGEST

EMPIRE TIRE COMPANY, Trenton, N. J.

BRANCHES—New York, Detroit, Chicago, Boston, Newark. AGENCIES—Atlanta, Ga., Dunham Rubber Co.; Atlantic City, N. J., Penn Auto Supply Co.; Buffalo, N. Y., Empire Sales Co.; Cleveland, O., Motor Supply Agency Co., Denver, Colo., Denver Auto Goods Co.; Dallas, Tex., Munger Auto Co.; Jacksonville, Fla., Savell Rubber Co., Los Angeles, Cal., Empire Tire and Rubber Co.; Minneapolis, Minn., Empire Tire and Rubber Co.; New Orleans, La., H. A. Testard; Norfolk, Va., Wm. H. Grover; Philadelphia, Pa., Penn Auto Supply Co.; Pittsburg, Pa., Consumers' Auto Supply Co.; Portland, Me., James Bailey Co.; Providence, R. I., Waite Auto Supply Co.; St. Louis, Mo., Gorman Bros.; Savannah, Ga., Harris Tire Co.; Syracuse, N. Y., Central City Rubber Co.; Toledo, O., W. G. Nagel Electric Co.; Boise, Ida., Randall-Dodd Auto Co.; Kansas City, Mo., Auto Specialty Co.



ECHO

ADJUSTABLE
ALL-WAYS
HANDLE BAR
EXTENSION

Write for Prices

Forsyth Mfg. Co.
BUFFALO, N. Y.

SHALER

Electric
Vulcanizer



Our New Motorcycle Tire Vulcanizer is modeled after our Type C Auto Tire Vulcanizer. There are nearly 5,000 garages coining money with the Auto Tire Type.

Get wise, Mr. Motorcycle Man. Seize this opportunity to add to your profits.

The Only Motorcycle Tire Vulcanizer Made.
C. A. SHALER CO. Box F, WAUPUN, WIS., U.S.A.

Air-cooled Cylinders for Motorcycles

are not the class of castings motorcycle manufacturers buy wherever they can get the lowest price. Experience has taught them that the cheapest are in the end the most costly. When again in market, try the foundry that has the experience, facilities and the "know how." There must be a reason why we make over 60% of the cylinders used on American built motorcycles.

**MANUFACTURERS
FOUNDRY CO.**

Box 6460

WATERBURY, CONNECTICUT



Pfanstiehl Motorcycle Coils
ARE GUARANTEED FOR FIVE YEARS

Exclusive equipment with discriminating manufacturers. Designed for use with either 2 or 3 dry cells.

Three Reasons—Indestructibility, Reliability, Price.
Pfanstiehl Electrical Laboratory, North Chicago, Ill.

"The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

The Very Best Value

Diamond

BICYCLE TIRES

To handle the Diamond line is a positive assurance of satisfied customers. Latest catalog on request.

The Diamond Rubber Co., Akron, Ohio

It was

NOT DUE TO ACCIDENT

that



Kokomo Motorcycle Tires



made such a big "hit" immediately they were placed on the market. We knew they were right before we offered them for sale and extended use simply verified our knowledge. The fact that it was possible to make an anti-skid tread that would last, which first caused such wide comment, and induced other tire makers to "sit up and take notice," was succeeded by convincing proof that the lasting qualities of Kokomo tires as a whole are so much greater than all other tires as to place Kokomos in a class by themselves. They point the way to avoid tire trouble and to reduce tire expense. Unless you are easily dissuaded, you can have Kokomo tires fitted to your motorcycle without extra cost. As for



Kokomo Bicycle Tires



the cycle trade and the cycling world long ago learned that they represent extraordinary values.

KOKOMO RUBBER COMPANY
Kokomo, Indiana

This is what a Lieutenant in the U. S. Army thinks about

MORGAN & WRIGHT BUTT END MOTORCYCLE TUBES

Fort D. A. Russell, Wyo., October 12th.

That Butt End Motorcycle Tube I purchased from you while in Chicago was most satisfactory. I have used it on motorcycle trips for over 2,000 miles, and find that it saves me much time, labor and worry. I would not have a tire on a machine belonging to me equipped with any other kind of inner tube.

You may show this letter to any doubters who may apply.

O. H. SAMPSON,
1st Lieut. 11 Infantry, U. S. Army.

P. S.—The statement that Morgan & Wright Tires are good tires is true.

Riders who try them, all bring in the same verdict. "Fine. I wouldn't ride without them."

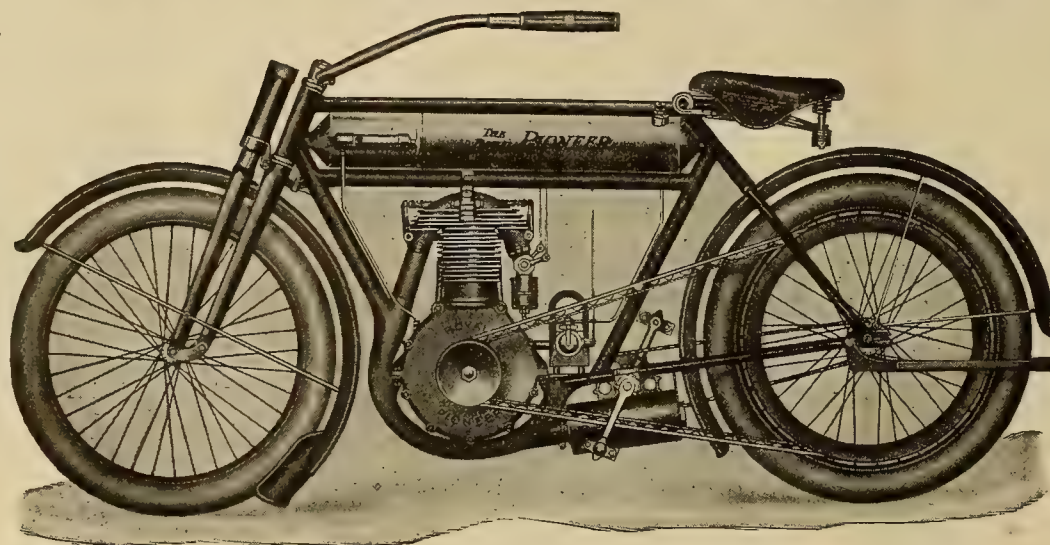
Our sales for the past few months seem to indicate that motorcyclists all over the country are stampeding to this style of tube. Price same as for endless style.

"They'll all be using 'em soon."

MORGAN & WRIGHT, Detroit

1910 ROYAL PIONEER 1910

Reliability
Power
Comfort
Silence



Flexibility
Efficiency
Economy
Strength

NOW READY FOR DELIVERY

WHAT THEY SAY OF IT ALREADY:

"First motorcycle I have ever enjoyed."

"Motor is a dandy; climbs every hill I can find."

"First one that ever took him up the mountain."

"How soon can you deliver six more?"

"Certainly a dandy—hills are like level roads."

"Everything works beautifully—reliability personified."

Wish we had room to give them in full. Write for more information.

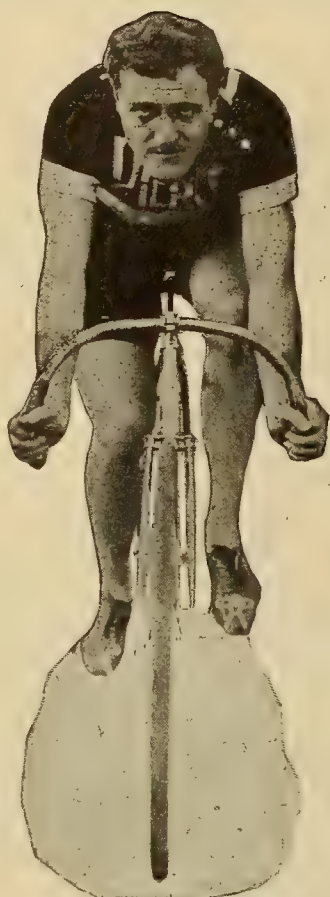
THE ROYAL MOTOR WORKS, Inc., Worcester, Mass.

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.



FRANK L. KRAMER

Kramer—9 Times Champion Wins on the Pierce

At the Newark Velodrome on Sunday, October 3rd, Frank L. Kramer, mounted on a PIERCE RACER, won his final points and secured for the ninth consecutive time the National Cycling Championship.

Kramer has won every championship on the PIERCE; he will ride no other bicycle.

We claim superiority over every other make and prove it by actual performance.

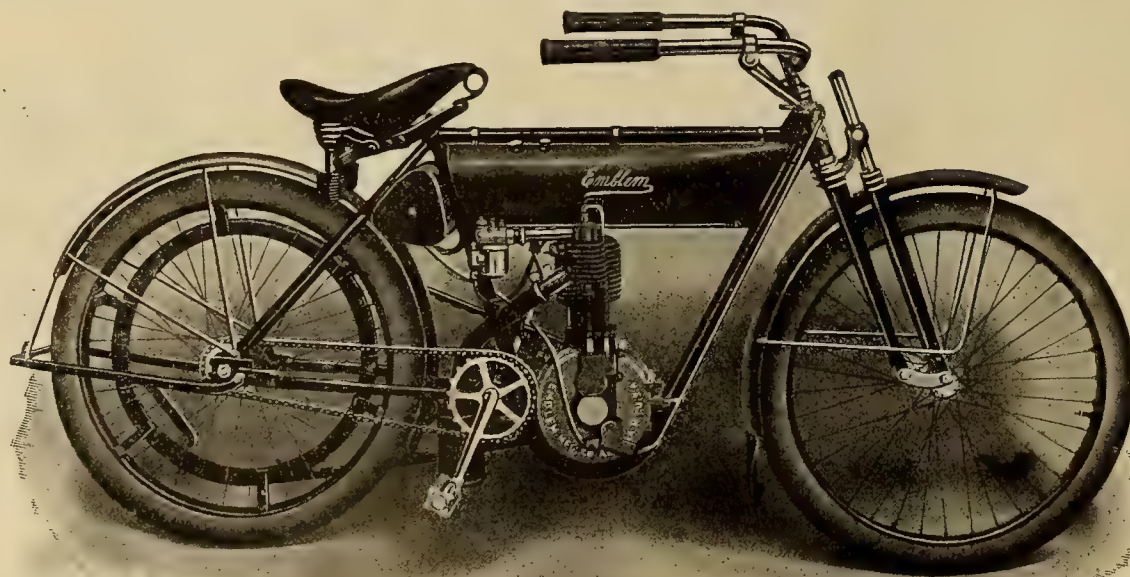
WE ARE CLOSING CONTRACTS FOR 1910, AND WILL BE PLEASED TO DEMONSTRATE TO ANY BICYCLE DEALER HOW HE CAN INCREASE HIS PROFITS FOR 1910 BY HANDLING THE PIERCE.

THE PIERCE CYCLE CO., Buffalo, N. Y.

BRANCHES—DENVER, COL., OAKLAND, CAL., ATLANTA, GA.

THE APPEALING FEATURES (and there are lots of them) OF EMBLEM MOTORCYCLES

will be more conspicuous than ever in the 1910 models and the addition of a 7 horsepower "twin" will round out the line.



3½ Horsepower
Single Cylinder

4 Horsepower
Single Cylinder

7 Horsepower
Twin Cylinder

Placing Agen-
cies now.
WANT ONE?
It is the best
motorcycle
proposition
of all.

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington.

Rambler

AT the outset of what distinctly promises to be a better bicycle season than any the trade has seen for at least ten years, we earnestly request the dealers who do not now sell Pope wheels to consider the advantages of handling the Rambler line in 1910.

Everyone in the trade is aware of the great strides which Ramblers have made in the last three years. While many makers have pegged along in the same old way, making just ordinary bicycles and taking what has come to them, the Pope factory has produced new models with which the dealer has opened up new avenues of trade, brought out new

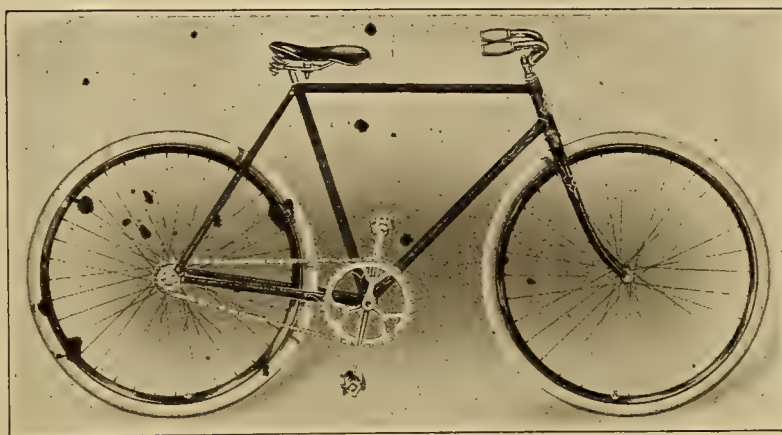
devices which have stimulated business, and made improvements each season just as it did in the very height of the demand.

Dealers have been given the means of stirring up trade. They have had bicycles of better quality than they could get elsewhere. They have had fine factory and office service, handsome catalogues and printed matter.

This has proved a winning policy and has produced a corresponding enthusiasm among our dealers. Rambler dealers almost unanimously are talking about a big season in 1910. The combination of 1910 Ramblers and good times should mean a good year's trade.



THE 1910 Ramblers include Chainless Bicycles at \$100 and \$75; a Chain Light Roadster at \$50; a Cushion Frame Chain Machine at \$50; Chain Standard Roadsters at \$40; the Pope Daily Service at \$40; Two-Piece Crank Roadsters at \$30; and Boys and Girls Juveniles.



1910 \$40 Rambler Roadster

AMONG the improvements for 1910 are the New Spring Fork, New Crank Hanger on \$30 Ideals, New Chains, Imported Tubing, Ground Bearings, New Saddles, New Handlebars, New Grips, New Tires, New Rims, etc., etc.

Why not tie up with this progressive line? Remember that the Rambler is the most distinctive of all bicycles with its outside reinforcements, hollow fork crown, claw crank and dished sprocket. And it cannot be imitated in a cheap machine. Write us for full particulars and one of our first 1910 Rambler catalogues. **DO IT TODAY.**

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—
STANDARD RUBBER PEDALS

—
SAGER TOE CLIPS

CYCLE AND MOTORCYCLE TYPES

—
BREECH-BLOCK SPARK PLUGS

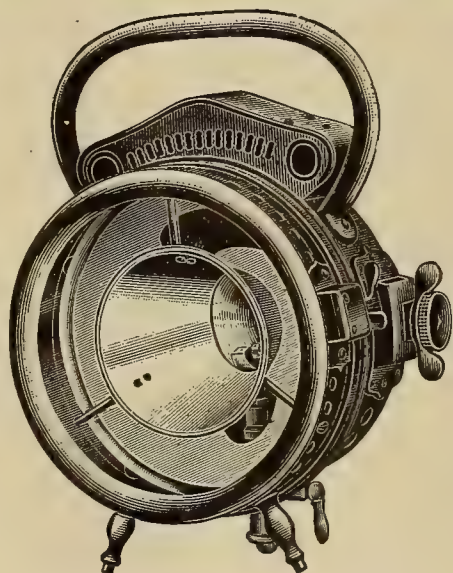
ALL are necessities; all
all are ready sellers
and in continued demand.
All are top-notchers. No
stock is complete without
them.

■
QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

Night Riding Safer With Our Headlight

You take no risk
when going out at
night with this head-
light. The light you
obtain is always
bright and steady.
You can't blow it
out or shake it out.
It is made for good
service and that's the
kind it always gives.
It is positively the
best that money can
buy. Get one now



No. 523. Motorcycle Headlight, Price \$6.50.

while the night-riding season is on.

No. 523.....Price, \$6.50

No. 55 B Generator for same.....\$5.00

Write for 136-page Encyclopedia.

THE MOTOR CAR EQUIPMENT CO.

1727 Broadway

NEW YORK

55 Warren Street

All the Speed you can use
All the Power you can use
plus something else.

That something else is

BODILY COMFORT

If you are to enjoy motorcycling get the
machine which is built with the comfort
of the rider in view—

THE MERKEL

At no sacrifice of power or speed it gives
the rider physical, mental and pocketbook
comfort.

Merkel-Light Motor Company

POTTSTOWN, PA.

DISTRIBUTORS—Pacific Coast, Ollier & Worthington, 1100 So.
Main St., Los Angeles, Cal., and 500 Golden Gate Ave., San Fran-
cisco, Cal.

FISK TIRES

FOR

Bicycles and Motorcycles

For years before FISK automobile tires became the standard of quality, we were making bicycle tires which every rider, racer and dealer in the country acknowledged supreme in construction, resiliency and durability.

"FISK QUALITY"

has always been the watchword in our factory. The same expert skill and high class materials that enter into the building of the costliest automobile tubes and casings are put into FISK Bicycle and Motorcycle Tires.

*Call on or write to the FISK branch
nearest you.*

THE FISK RUBBER COMPANY

Chicopee Falls, Mass.

BRANCHES IN 17 CITIES



You Can Repair the Goodyear Pathfinder

That's one thing that brings more bicycle tire customers to the Goodyear Pathfinder dealer.

The Pathfinder single tube tire is so constructed that lasting repairs can be made either by plugs or vulcanization.

Most bicycle tires cannot be repaired. Once they begin to wear out it's the junk pile for them. The reason the Goodyear Pathfinder can be repaired is that it is made only of *new rubber* as nearly pure as possible to put in a bicycle tire to vulcanize properly.

We pay four or five times for Pathfinder Rubber than we would have to pay for inferior grades. We could even get "reclaimed" rubber from old worn out tires, overshoes etc., at 10 cents a pound.

But that wouldn't make the kind of tire you get in the Pathfinder.

The fabric in the famous Goodyear Pathfinders is a special closely woven Egyptian. A strip of this fabric one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The Pathfinder's cover is another strong feature. See how tough it is! Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

Remember, more than 600 dealers—one to a town in all parts of the country—are making money on the Goodyear Pathfinder.

It is one of the most popular tires of the Goodyear line—and that's saying a good deal.

We are sending all Pathfinder agents a quantity of frame guards gratis to distribute among customers. These guards are branded "Pathfinder" and help wonderfully to advertise the tire.

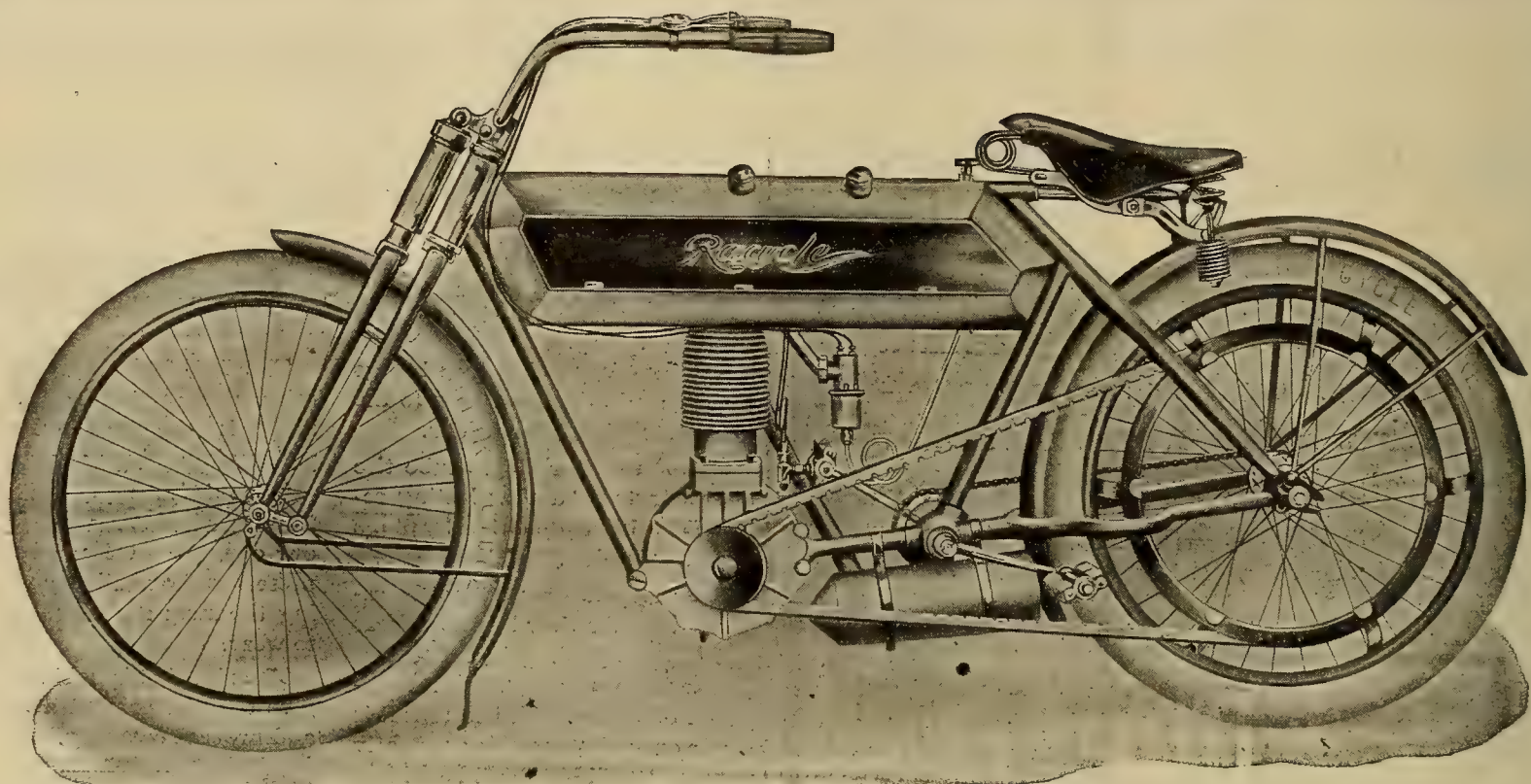
Write us, if we are not represented in your town, and see what there is in it for you. Start a letter today!

The Goodyear Tire & Rubber Company

Moal Street, Akron, Ohio

BRANCHES—Atlanta, 90 North Pryor St.; Boston, 669 Boylston St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 East 5th St.; Cleveland, 2005 Euclid Ave.; Denver, 28 West Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. & Broadway; Philadelphia, Broad and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; St. Louis, 3935 Olive St.; San Francisco, 506 Golden Gate Ave.; Washington, 1026 Connecticut Ave.

HERE IT IS!
The 1910
Racycle Motorcycle



The Motorcycle That IS a Motorcycle

Note the Beautiful Lines of the Frame!
Note the Comfortable Riding Position!
Note the Low Frame Construction!

Four Horsepower Engine
Emergency Gasoline Tank

Imported English Carburettor
Improved Musselman Coaster Brake

Write for full particulars and agency proposition. Closing agencies everywhere every day.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, October 23, 1909.

No. 5

TIRE PRICES UP TEN PER CENT

In All but Two Cases the Rise Effects Retail Trade—Unprecedented Rise in Rubber the Cause.

What for some time has been clearly foreshadowed and prophesied by the Bicycling World has come to pass—a general increase in the price of bicycle and motorcycle tires. The increase averages 10 per cent. and except in two instances applies to the retail prices.

The G & J Tire Co. and Morgan & Wright were the first to bow to the unprecedented conditions existing in the rubber market, and practically all of the other manufacturers have been compelled to do likewise or are about to do so. The Kokomo Rubber Co.'s new figures already are in effect and the Fisk Rubber Co. and the B. F. Goodrich Co. raised their prices this week. The Hartford Rubber Works Co. and the Goodyear Tire & Rubber Co., are the two concerns that have not altered their lists, but the same effect has been attained by a shortening of the discounts which makes their tires cost more to the trade; a Goodyear representative states, however, that an advance in the retail prices is almost inevitable. The Ajax-Grieb Rubber Co. will have its new goods ready next month and they, too, will be listed at higher prices.

The stringency in the rubber market which brought about this general advance in tires still continues and no relief is in sight. Crude rubber remains scarce and the price is soaring high above all previous records. On Thursday last it was quoted at \$2.08-\$2.10 per pound, and the visible supply is so small, considering the enormous demand, that there is every evidence that the quotations will mount still higher. In February, 1908, it stood at 76 cents per pounds, and in July last at \$1.48.

Although the price of automobile tires

was advanced in July and again in September, the manufacturers refrained, as long as they dared, from increasing the prices of bicycle and motorcycle tires. But that the present advance was almost inevitable the Bicycling World stated in ample season for all concerned to get under cover at the lower figures.

Diamond Cuts a Luscious "Melon."

The Diamond Rubber Co., of Akron, O., has declared a 100 per cent. stock dividend and a cash dividend of 10 per cent. The stock dividend has made necessary an increase of capitalization from \$5,000,000 to \$10,000,000. Starting with \$3,500,000 capital, the company in 1907 raised to \$5,000,000, and its stock has been selling for \$340 a share. While reports had been afloat that a "melon" would be cut that it would be such a luscious one was not generally anticipated.

Two Taxicabbers to Sell Motorcycles.

The Taxicab & Automobile Co., which just has been organized in Salt Lake City by Messrs. Hartwell and Kahn, will handle motorcycles also. The agency for the Thor line already has been obtained. The Hot Springs (Ark.) Taxicab & Auto Co. also will market motorcycles. They will push the N. S. U.

Gifford to Open in Jersey City.

George B. Gifford, Jr., one of the active and progressive motorcyclists of Jersey City, N. J., has secured the agencies for the Merkel and Excelsior motorcycles, and is making ready to open a store on Hudson boulevard. He will both sell and repair and carry a full line of accessories.

New Firm Starts in Hartford.

Finch & Hayes is the style of a new firm which has been formed to handle Merkel and Light motorcycles in Hartford, Conn. G. A. Finch and W. L. Hayes, two well known local riders, constitute the partnership. They have located at 24 Central avenue, East Hartford.

FORM CO-OPERATIVE CORPORATION

Sporting Goods Merchants, Many of Whom Handle Bicycles, Undertake Ambitious Enterprise—The Ends in View.

Although bearing a "sporting goods" title, the fact that in the organization of the International Sporting Goods Co., with \$500,000 capital, a number of concerns prominent in the bicycle business are represented, gives the enterprise considerable interest and possible significance to the cycle trade.

The project, which came to head at a meeting in New York City of prominent sporting good dealers from various parts of the country, is headed by C. J. Schmelzer, of the Schmelzer Arms Co., Kansas City, Mo., a concern which is active in the bicycle business in its territory. Acting with Schmelzer, who is president, are the following officers: Charles Antoine, of Von Lengerke & Antoine, Chicago, Ill., first vice-president; Justus Von Lengerke, of Von Lengerke & Detmold, New York City, treasurer, and W. B. Jarvis, of the W. B. Jarvis Co., Grand Rapids, Mich., secretary and manager. Jarvis, who once was prominent in the bicycle business, engineered the movement.

It is aimed at to run the organization on a co-operative basis, purchasing factory outputs, obtaining the exclusive American sales agency for various brands of foreign goods, abolishing traveling salesmen where possible, issuing a general catalog for the use of members and confining the sale of controlled goods to the dealers in the different cities who hold membership.

Leading dealers in sporting goods, whether strictly sporting goods dealers, hardware dealers or otherwise, will be invited to join, and when a dealer has been accepted he shall "have the say" as to whether any other dealer in his town or city may be admitted to membership. Offices will be established in New York.

NEED OF LUBRICATION TELLTALE

How Cyclometer May be Made to Serve the Purpose—Red Figures to do the Warning.

Despite the precautions of motorcycle manufacturers and the painstaking instructions of dealers, the fact remains that one of the most prevalent sources of difficulty in actual practice arises from improper lubrication. It also is true that whereas the proportion of lubrication troubles which may be traced to the use of improper oil is comparatively small, the proportion which is due to sheer neglect of the maxim of "early and often" is correspondingly great. Indeed, the frequency with which machines are brought into the repair shop suffering from troubles which may be charged either to insufficient oiling or to oiling to excess, has given rise to the suggestion of an automatic telltale attached to the machine and so contrived as to signal the need of this periodical attention at intervals governed by the rate of travel.

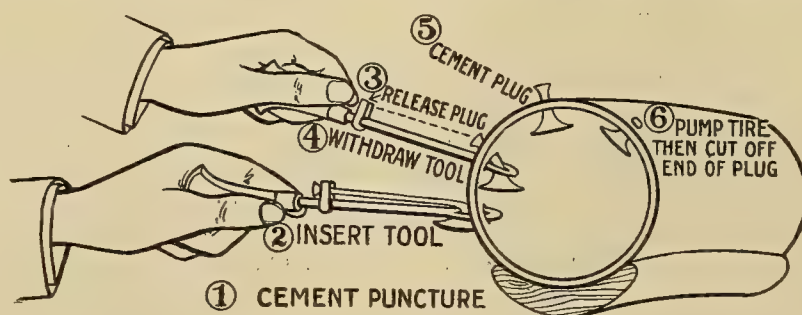
Such a device could be applied with small difficulty, a slight change in the construction of the cyclometer, or odometer attachment to the speedometer, being all that would be required for the purpose. By suitable arrangement, red, instead of black, figures could be made to appear on the dial at stated mileages, each specific indication designating the need of attending to certain parts of the mount. The extension of the same idea to cover the need of replenishing the supplies of gasoline and oil and thereby obviating the necessity of using gauges for the purpose, also might prove advantageous, although in many instances, it would appear more satisfactory to have the system apply only to the matter of lubrication.

In order to accomplish these purposes it would be necessary only to color the tens and hundreds ciphers red, while every other figure on the thousands ring could be given the same hue. Thus at the end of every ten miles, attention would be called to the distance traveled, while at the end of every hundred miles a more forcible reminder would be given that the motor required looking after. Similarly, at the end of every 2,000 miles, a red streak showing nearly the whole way across the dial would indicate that the crank case required cleaning out thoroughly, and that other parts were in need of a general inspection. The idea might be carried further, at the cost of additional mechanism, to the extent that a small bell would be rung at stated intervals for the same purpose. But it would

seem that mere use of red figures, or figures of other conspicuous colors, instead of black would be sufficient, as the indication would be of the eye-catching sort and infrequent enough to ensure it from being overlooked. While the alteration is one not readily to be made in existing devices, it could be made by the manufacturer easily enough, and is one which he should be perfectly willing to undertake.

New Tool for Plugging Tires.

Recent improvements in repair plugs for single tube tires all have been along the line of lessening the necessity for enlarging the hole or puncture to any considerable extent, and this idea has been made a feature of the "J. G." repair outfit which has been brought out by Joseph Glanz, 379 Capitol avenue, Hartford, Conn., and which is unique in the simplicity of its method and in the fact that rubber plugs do duty where metal plugs ordinarily are used. As shown



by the accompanying illustration, the plugs themselves in their normal shape might be likened to rubber collar buttons, while the inserting tool is much like a stout carpet needle with a generous eye at the point and provided with a handle. Near the handle is a small U-shaped fork. The small end of the rubber plug is put through the eye of the tool and stretched back until it goes into the fork, where it is held. Being thus stretched, the plug is distorted so that it fits closely along the tool, so that both together may be inserted in the tire through a very small hole. When the large end is well inside, the small end is snapped off the little fork, and the tool may be withdrawn, leaving the plug in the hole. The puncture having been given plenty of rubber cement before the plug is put in, the latter fastens tight on the inside when the tire is inflated, and the projecting part on the outside may be cut off flush with the tread. The outfit is offered for quick repairs, it being pointed out that there is no likelihood of spoiling tires by its use, since no burning or cutting is necessary. The price is not the least interesting feature of the outfit. It includes a tool and 100 plugs.

Lyons Quits the Motorcycle Business.

After fighting against fate for several years, the George V. Lyons Motor Co., New York, has quit business. The company handled Wagner motorcycles and latterly imported Minervas and Motosacoches, but its importations served only to add to its burdens.

INDIANA DEALER FORMS BOYS CLUB

They Get Club Button, Run and Wheel for \$25—Members Pay One Dollar Each Week.

While the dealer's club is an institution so old that it usually is overlooked as a useful means of trade building. There are many "clubs" of the sort and many ways of building them which, in turn, is but a way to build the trade, but few attempts have been made, so far as bicycles are concerned, to build a boys' club of the sort. It has remained for an Indianapolis dealer to attempt it. His idea combines club membership, purchase of a bicycle on the installment plan, and various entertainment features—free—all for the modest and alluring sum of a dollar a week.

His advertisement, which recently appeared in a local paper, runs something like this:

"Boys! Look, read this twice. If you want a cinch, join the Boys' Arrow Club. If you can earn \$1 a week you can join the club and own an Arrow bicycle. . . . Here's what you get: 1, An Arrow bicycle; 2, an Arrow Club member's lapel button; 3, a free theater party; 4, a free club run with refreshments and entertainment; 5, your money back if you can't pay for your wheel."

Further particulars of the plan set forth in the advertisement show that the club is to be an organization of wide-awake boys, not over 17 years old, who know how to get what they want by their own efforts. The cost of the bicycle is \$25, and payment of the first dollar on its purchase constitutes the initiation fee for membership in the club. There are no extra charges, so that each payment constitutes a direct increment toward the full price of the wheel. Moreover, the provision for the return in cash of all payments made, upon the withdrawal of a boy before his purchase is complete, constitutes the plan really a savings institution, as the promoter himself is at some pains to indicate. Arrangements are made for the enrollment of out of town members, with provision to ship their wheels to them with express charges paid in advance.

Kelsey Assets to be Auctioned Off.

The court having order the sale of the assets of the bankrupt Kelsey Co., Buffalo, N. Y., the property will be disposed of at public auction on November 10th next. The stock amounts to \$15,000, much of which is represented by bicycle fittings and sundries.

Garageman Gets Motorcycle Territory.

A. Luchessa, San Luis Obispo, Cal., who is in the garage business in that place, has decided that the time is ripe to "get into" motorcycles. Accordingly he has taken the N. S. U. agency for several counties.

COMPRESSION FOR BRAKING USE

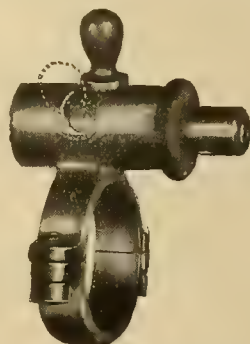
How It Lessens the Cost of Upkeep and Saves the Mechanism—Devices Which Assist Its Use.

With the growing tendency toward high powered machines, the matter of adequate braking equipment, always of primary importance, has demanded and received serious consideration; for the ability to control a high speed vehicle is of greater moment than any other element connected with its operation. Designers generally have followed up their power increases with larger and heavier brakes, and while reliance on a single brake to hold machines in check, would appear to be unsound practice, the results obtained in service, which are the real tests of the worth of a mechanism, apparently have justified a continuance of this feature. However, occasional failures of the brake when most needed, and the always existing possibility of such an occurrence, through the jumping of a loose pedal chain or otherwise, with its attendant dangers, have been seized upon and exploited by the advocates of two brakes, but to date their efforts have been unrewarded, in this country at least, although in England and in some parts of Europe two brakes are required by law.

While such is not its primary function, the manifold advantages which accompany the use of the compression as a means of retarding the momentum of the machine are generally known, although it is comparatively little used for this purpose. Proper braking is an art to which little care or study is given, although the use of the brake has a large and direct bearing on the cost of upkeep. As a rule the coaster brake is used much more than is necessary, for while there are occasions when it is none too large or too strong to meet the emergency there is no excuse for rushing up to a known destination and jamming on the brake. Such usage wears the tires and the brake shoes or lining and strains the whole machine, all of which can be avoided by the use of a little judgment. The spark can be cut out a few yards from the stopping point, and the compression will be sufficient to bring the machine to a stop if the speed is not too great. Similarly on all save steep hills, the compression usually will serve to retard the speed sufficiently.

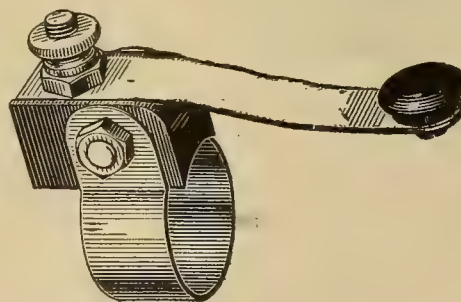
When battery ignition is used, it is an easy matter to thus cut out the spark and use the compression as a brake, either alone or in conjunction with the rear wheel brake; it can be done merely by withdrawing the switch plug if it is conveniently located; but on a magneto-fired machine, the compression is not so easily available, for this purpose, as no switch plug is required, and the type of current cutout usually fitted does not come into operation until the valves are raised.

Among the numerous accessories for motorcycles, however, there are cutout switches now available for magneto use, which are applicable to the battery type also. Two of them, which are sold in New York by the F. A. Baker & Co., and the F. B. Widmayer Co., and by dealers elsewhere, are shown by the accompanying illustration. They usually are attached to the bar near the left grip and connected to



the magneto by a wire leading from the binding post on the switch to the short-circuiting screw on the left side of the magneto. With the handlebar switch the current may be cut out or in at will without changing the position of the contact breaker or raising or lowering the valves, thus affording instant use of the compression as a brake, and avoiding the considerable wear on the control shafts and joints entailed in raising the valves. Apart from the other advantages cited, switching off the spark when descending hills helps to cool the engine by drawing in and exhausting cold and unused charges of gas, and also checks the machine, and tends to prevent overheating of the coaster brake, through frequent use.

On one known occasion a handle bar switch proved its worth and averted an ac-



cident in an emergency, on a magneto twin, when the grip control shaft broke when the valves were being raised quickly to avoid a collision. The retarding power of the compression was sufficient to prevent disaster.

Motorcycle Section for Boston Show.

Spaces for 26 exhibitors of motorcycles and their accessories have been set aside as a motorcycle section at the Eighth annual Boston automobile show, according to the diagrams issued by the management this week. As in previous years, the show will be held in the Mechanics building in March, the dates being March 5 to 12, and the management, as heretofore, is in the hands of Chester I. Campbell.

TO MAKE DRY CELLS GOOD AS NEW

Method by Which Old Batteries May be Restored to Full Strength—Hydrochloric Acid the Secret.

While it is commonly known that saturating the contents of an exhausted dry cell with vinegar, ammonia or even warm water, will renew its vigor, temporarily at least, not every man who sells dry cells by the gross is aware that it is possible completely to restore a "dead" cell by proper treatment. That such is the case, however, is asserted by no less an authority than the Scientific American, which points to hydrochloric acid as the saving remedy.

The method of treatment follows the usual process of supplying new electrolyte to take the place of that which has been exhausted. All that is necessary is to drill a couple of holes in the top of the cell and pour in first, a little acid, and afterward a little water. The holes should be drilled on opposite sides of the cell about midway between the carbon and zinc elements. One hole should be about 3-16 inch in diameter and should extend to within 1½ inches of the bottom of the cell. The other hole, which need be only 1-16 inch in diameter, should be but 3 inches deep.

The acid used is the "C. P." variety, which is chemical parlance for full strength. The acid is the same as is used by tin-smiths in making the "killed acid" which is used for soldering purposes, and sometimes is known as muriatic acid. The kind required for renewing the battery may be obtained in small amounts from any drug store. It is very strong, and therefore must not be allowed to come in contact with the hands or clothing. It is put into the battery by means of a small glass funnel, which the druggist also can supply. One ounce of acid is poured in first, and after it has thoroughly soaked in, an ounce of water is added. When this, too, has soaked in, the two holes should be closed with ordinary sealing wax.

Cells renewed in this way will have from four to six times the life of a new cell, it is claimed, and will work with increased voltage and amperage over a new cell. Indeed, it is the assertion of a physician who has tried the experiment, that one set of cells have been in use in his office for three years and during that time have been renewed in this way on three different occasions. The cells will work until the zinc poles are completely exhausted, he maintains.

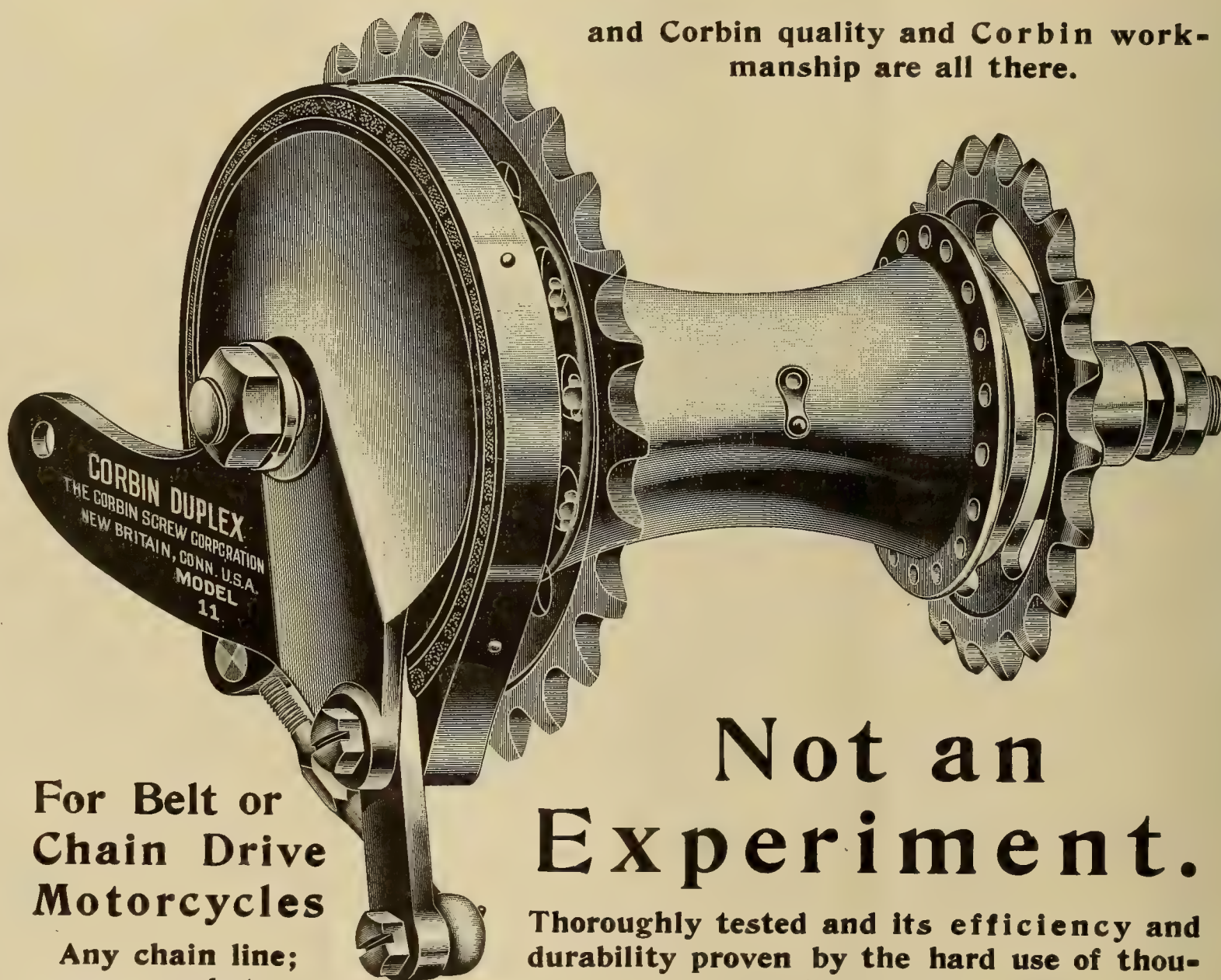
Yule Gets Goodrich's New York Branch.

W. H. Yule has been appointed manager of the B. F. Goodrich Co.'s New York branch. Previously he was in charge of that company's golf ball department, but to fit himself for his new duties he underwent a course of training in the factory at Akron.

If it's a Band Brake you want
we now can supply that, too.

It's a Corbin

and Corbin quality and Corbin work-
manship are all there.



For Belt or
Chain Drive
Motorcycles

Any chain line;
any sprocket.

Not an Experiment.

Thoroughly tested and its efficiency and
durability proven by the hard use of thou-
sands of riders.

QUOTATIONS ON REQUEST

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LICENSED COASTER BRAKE MANUFACTURERS.

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FOUNDED 1877

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NEW YORK, OCTOBER 25, 1903

"Without 'blame' I am a devotee of the wheel and now ride a motorcycle."

Hyde, Yonkers, N. Y.

Concerning Motorcycle Stands.

Of the several things appertaining to motorcycles which have been weighed and found wanting, few, if any, have been so wanting as the stands comprising separate legs attached to the rear forks. While they are neat and compact and better than nothing, that is the most that can be said of them. They fully may serve their purpose abroad where all roads are hard and where they originated, but for all around use in this country they certainly do not fill the bill.

Some of them are difficult to operate, and under the most favorable conditions the best of them entail a feat of weight-shifting and balancing in order to get both legs of the stand on the ground without upsetting either man or machine or both. When this is successfully accomplished and if the floor or ground is even and hard, all is well.

When the ground is not solid, however, the motorcycle either will not remain upright or is quickly upset when the motor is put into operation. Even on a fairly hard

surface, such for instance as turf or a dirt road, or a graveled walk, the operation of the engine serves to "dig" the legs into the ground and throw the machine off its balance. In brief, the two-legged stand, if not an outright failure, is a most indifferent success.

Stands to be of really practical use must have a broad base that will permit the motorcycle to remain upright upon even a dirt road or wayside turf and to be of real convenience, the stand must be quickly and easily operated. There are stands of the sort already on the market and that their kind will increase, their quickness of operation and general convenience, as compared with the two-legged variety, renders certain.

The "Converted Bicycle" a Delusion.

At this stage of the pastime and industry it is regrettable to discover in several publications appealing to rural folk advertisements inviting owners of old bicycles to "convert their machines into motorcycles" by the simple process of applying the attachable motor outfits which the advertisers have for sale.

The invitation has an attractive sound, but it is rare that giving heed to it is attended by wholly happy results; indeed, applying a motor to a frame that never was designed for it is in the nature of assisting the medical profession.

If it were possible, it would be a good thing did the law step in and save men and boys from the folly of doing such a thing. Occasionally, a bicycle so converted and used on smooth roads may withstand such misuse, but usually it is the case that sooner or later the fork or the frame collapses and the rider may count himself fortunate if he escapes with nothing more serious than cuts and bruises.

At its very beginning, mistaken judgment in this respect caused such widespread disappointment and disaster that the motorcycle industry received a blow, the cost of which cannot be reckoned. A well meaning but hasty manufacturer hitched his motors to 900 and odd bicycle frames and forks, and rushed them on the market. The automobile then was a question mark and this "latest development of the bicycle," which leveled the hills and stilled the headwinds, met with a ready reception. The manufacturer sold more than 900 of them and appeared on the road to fortune. But it long since ceased to be a state secret that practically the entire number, cer-

tainly all of 900 machines, returned to him. In every case either the frame or the forks had broken. In several instances, they collapsed utterly; and threatened law suits followed doctors' bills. And the motor employed was of the "teacup" variety and not much larger and not more powerful than are the "motor outfits" that now are offered to attract the pennies of the credulous.

The auspicious beginning of the industry—for the sale of more than 900 machines by one manufacturer certainly was an auspicious beginning—thus received a blight from which it was slow to recover. Bad news travels swiftly and the news of the failure of that first year's "crop" spread from one end of the country and men became "gunshy" of motorcycles generally. A year or two later there appeared from a different source another crop of motorcycles, having specially built frames, but employing a cheap motor that became notorious for its inability to "mote" for any considerable length of time. It was sold at a relatively low price, and because of the fact, it enjoyed a fair sale. But disappointment and disgust followed in its train and another opportunity was put to rout. As a result of the broken frames of the first year and the make-believe motors that followed, the infant industry had a hard fight for existence. It paid a high price for its youthful folly.

The main point, however, is that the "converted bicycle" does no good for anyone, least of all for the man who rides it. It is a delusion and a snare and is harmful alike to the pastime and the industry. The man who owns a bicycle should ride it. If he desires a motorcycle, he should buy a good one or not buy. At this time, there are so many good second-hand motorcycles to be had at inviting prices, that the "converted bicycle" has lost even an excuse for existence.

"I like the Bicycling World better every copy I get."—Jay S. Parker, Parker, Col.

The right use of recreation is to strengthen your labor and sweeten your rest.

A merciful man is merciful even to a borrowed or rented bicycle.

Be sure you are on the wrong road before going backward.

A light in time may save a fine.

TIRE TRADE SWELLS POPE FUND

Their Several Generous Subscriptions Aid the Memorial Project—A Number of Old Timers Add Their Tributes.

More than \$100 was this week added to the fund for the erection of the memorial to the late Colonel Albert A. Pope, the father of the American cycle industry.

The tire trade accounted for most of the week's total, the Diamond Rubber Co. and the G & J Tire Co. each subscribing \$25, while E. H. Brandt, the one-time Hartford Rubber Works man who so generously interested himself in the project, added \$10 to the sum previously subscribed by the original employees of that company. These two subscriptions are made up of \$5 each from H. O. Harrison, now of the automobile trade of San Francisco, and Joseph Rentall, of New York. Twelve members of the Hartford Rubber Works Co.'s present staff added \$12 to the fund, representing a subscription of \$1 each from as many men.

In forwarding the G & J company's check for \$25, E. S. Benson, secretary of the company, adds:

"We are pleased to be enrolled on the list of people who have and others who will recognize the great benefit that Colonel Pope was to the world in general. His untiring effort and energy always were directed in a channel for the benefit of mankind, and it certainly is fitting that those who really know the work that he carried on should contribute and pay honor to such a great man."

One of the most notable subscriptions was that of \$10 from James E. Sullivan, president of the Amateur Athletic Union, who, not unlike Colonel Pope, has devoted almost his entire career to the promotion of outdoor life. In forwarding his subscription, Mr. Sullivan remarks, concerning the proposed memorial: "It is a worthy cause."

Henry Goodman, who with the late Henry E. Ducker published, in 1888, *The Wheelmen's Reference Book*, and who for many years was in the Pope service, and A. J. Musselman, also a former Pope representative, each added \$5 to the fund.

"Your undertaking deserves success," writes Mr. Musselman, "as, in my opinion, there is no one who has done such work to further the interests of good roads as the late Colonel Albert A. Pope. If you fall short of funds before completing the work, call on me again."

Burley B. Ayres, Chicago, who in the early days of the bicycle constituted an axis around which the cycling interest and enthusiasm of the West revolved, and who probably is the best remembered as the L. A. W.'s tourmaster, remits \$5, and adds:

"I will be willing to chip in again if it

should be necessary. I hope you will succeed in the good work, especially among us old fellows in the field of cycling to whom Colonel Pope was a sort of god."

F. P. Prial, president of the Motorcycle Publishing Co., sends that company's check for \$10 with this trite remark:

"As the motorcycle is a half brother to the bicycle, so to speak, I feel that motorcyclists should contribute to the Pope memorial fund."

Other subscriptions received are \$10 from F. J. Wagner, once connected with the Cycle Age, of Chicago, and \$5 from Robert Bruce, a well known cycling writer and one-time editor of the *Bicycling World*, both of whom are now identified with automobile interests.

The fund now stands as follows:

Bicycling World Co., New York....	\$100.00
John S. Leng Son Co., New York....	....
Will R. Pitman, New York.....	5.00
St. Louis Cycling Club, St. Louis, Mo.	5.00
R. F. Kelsey, New York.....	10.00
R. G. Betts, New York.....	10.00
J. J. O'Connor, New York.....	2.00
A. C. Church, Englewood, N. J.....	5.00
Miss F. A. Clark, Hartford, Conn....	2.00
F. B. Widmayer, New York.....	5.00
Elliott Mason, Westfield, N. J.....	5.00
Consolidated Motorcyclists, Inc.,	
Keene, N. H.	10.00
Original employees of Hartford Rubber Works Co., per E. H. Brandt..	82.00
Present employees of Hartford Rubber Works Co.	12.00
Persons Mfg. Co., Worcester, Mass.	100.00
F. P. Prial, New York	10.00
James Joyce, New York.....	25.00
W. J. Morgan, New York.....	5.00
Amos Shirley, New York.....	10.00
Eclipse Machine Co., Elmira, N. Y..	10.00
R. D. Garden, New York	25.00
D. J. Post, Hartford, Conn.....	25.00
L. M. Wainwright, Indianapolis....	25.00
John C. Wetmore, New York	10.00
Emil Grossman, New York.....	10.00
Hearsey-Willis Co., Indianapolis....	10.00
F. A. Baker & Co., New York	10.00
B. F. Goodrich Co., Akron, O.....	25.00
John S. Prince, Springfield, Mass....	5.00
W. H. Crosby, Buffalo, N. Y.....	10.00
Great Western Mfg. Co., Laporte, Ind	5.00
Henry Goodman, New York	5.00
James E. Sullivan, New York.....	10.00
Motorcycle Pub. Co., New York....	10.00
A. J. Musselman, Chicago	5.00
F. J. Wagner, New York	10.00
Burley B. Ayres, Chicago	5.00
Diamond Rubber Co., Akron, O.....	25.00
G & J Tire Co., Indianapolis	25.00
Robert Bruce, Clinton, N. Y.....	5.00

Effects of Oil Pump Location.

Some oil pumps are located so high up on the tanks that only two-thirds of the oil can be injected into the engine, and after the oil level falls below the inlet to the pump, it is like having money on a desert isle. Of course there is no reason for an engine running dry while there is any oil in the tank for the machine can be laid over on its side with the pump side nearest the ground and the oil will gather around the pump inlet and can be fed to the engine. By tilting the machine so as to bring the oil to the pump inlet nearly all of the lubricant can be transferred to the engine. But

COMING EVENTS

October 23, Philadelphia, Pa.—Philadelphia Police Department's inter-city motorcycle race at National League Park.

October 23, Colorado Springs, Col.—Motorcycle races at Roswell park; open.

October 24, Valley Stream, L. I.—Akron Wheelmen of New York's annual road race.

October 27, Rome, Ga.—Motorcycle races at county fair.

October 27, 28 and 29, Dallas, Tex.—Motorcycle races at State fair grounds track.

October 30, Philadelphia, Pa.—Philadelphia Motorcycle Trade Association's race meet at Point Breeze track.

November 6-13, Atlanta, Ga.—Motorcycle section, National Association of Automobile Manufacturers' first southern national show in Auditorium Armory.

November 9-13, Atlanta, Ga.—Motorcycle races on the new motor speedway; open.

November 25, Augusta, Ga.—Augusta Motorcycle Club's Thanksgiving race meet at fair grounds track; open.

December 6-11, New York City—Sixteenth annual six days bicycle race in Madison Square Garden.

January 8-15, New York City—Motorcycle section, Association of Licensed Automobile Manufacturers' tenth annual show in Madison Square Garden.

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

with twins which require frequent lubrication this is a tedious and time consuming operation which is likely to teach the rider to keep his tank filled. In a way this locating of the pump so that it will not draw all of the oil under ordinary conditions is a help for it assures a reserve supply of oil, after the normal supply is gone, and brings the riders' thoughts around to the matter of replenishment, before the tank is dry.

Enlarging the Carburetter Jet.

When the enlargement of the jet of a carburetter spray nozzle has been decided on the operation should be performed from the top of the standpipe, instead of from underneath, the method which often is employed because of the convenience with which it may be accomplished. The reason is that reamers usually have a slight taper, and impart a conical form to the orifice. If the smaller end of the cone is at the top any particles of dirt drawn into the opening will tend to become wedged in place, and probably stop the flow of gasoline. On the other hand if the small end of the jet is at the bottom, it has a tendency to clear itself of any obstructions which may lodge there.

RAIN SPOILS SPRINGFIELD'S CLOSING

Charles Gustafson Wins Mile Eastern District Title—His Midget Brother Accounts for Private Owner's Race.

"Jack" Prince maintained his many years' reputation as a rain-maker at Springfield, Mass., on Saturday last, 16th inst., when the closing meet of the season was scheduled to be held at the three laps Springfield Stadium. Manager Frank Cadwell had arranged a good program, including two Eastern District amateur championships, as well as three record irtals, but a sudden shower cut the program short after two events had been decided, and the meet perforce was called off indefinitely.

It would have been all right had Proprietor Prince remained in the box office without the circular track until after the meet, but business was so conspicuous by its absence that Prince became lonely, that after selling perhaps 500 tickets and not seeing any immediate prospects, he closed the box office and went inside the enclosure to watch the racing. Until that time the sun had been shining, but as soon as Prince took a seat at the trackside the sun hid itself and a sudden but business-like shower wet the few spectators and made the oil-soaked board surface so slippery that a continuance of racing was impossible. The stands at the track are not covered, nor is there any other convenient shelter and in consequence the spectators were well drenched.

The shower brought disappointment not only to the handful of paid admissions, but also to Charles Spencer and Jacob Derosier. Spencer, who only recently broke the world's 24 hours record, was due to take a wallop at the standing start mile and kilometer records, and he was just ready to start for the former when Jupiter Pluvius played his trump card. It is more than probable that Huyck's record of 1:01 for the mile would have gone by the boards, as Spencer in practice was timed at 58 and 58½ seconds for the three laps. Derosier, the professional, had been booked to go against Fred Huyck's world's hour record of 71½ miles. Derosier said he intends to leave for Los Angeles this week, instead of to Germany, as had been reported.

The curtain raiser to the abbreviated meet was the first heat of a five miles event for private owners, and it demonstrated that Paul Gustafson owns a machine worthy of being ridden by his trade-rider brother Charles, Huyck, Goerke, or any other speed annihilator. Had he not monkeyed with the oiler young Gustafson would have won the first heat by so far that the other contestants would have resembled selling platters. Gustafson is so small that he scarcely could reach the pedals, but he managed to hold his 73 pounds of avoirdupois in the saddle. He led for four laps and then re-

linquished the lead to John Huffman, who was given a pretty fight by E. L. Buffington, who led at the sixth and seventh laps, Gustafson again got in front for two laps, but was passed by Buffington just before the ending of the tenth lap. Gustafson then nosed his way to the front and remained there until the finish gun at 5 miles, leading Buffington across the tape by three lengths. Hoffman was away behind for third place. William Shields also finished but was lapped by both Gustafson and Buffington.

It required a second heat to decide the race and in the second trial Gustafson did not take any chances with Buffington. He got the lead at the start and was never headed from then until the finish, Buffington running second all the way, and Hoffman third. Shields again was the tourist, losing a lap. The time for the first heat was 5:05 and for the second 5 minutes flat.

The Eastern District championship at one mile brought out A. G. Chapple, of New York; Walter Goerke, of Brooklyn; Charles Spencer and Charles Gustafson, of Springfield, and B. A. Swenson, of Providence. In the allotment of machines Gustafson evidently drew the fastest. Goerke was the only one able to give him a fight, and in the second lap got to within one length of Gustafson. At the finish Gustafson was two lengths in front of Goerke, with Spencer some distance behind the third. Time, 0:52¾.

Goerke made the best start in the second heat, but was soon passed by Gustafson, with Spencer trailing behind in third position. In the second lap Spencer advanced and gave Goerke a neck and neck battle for a half lap. Gustafson won by about 20 feet, but the scramble for second place was close between Goerge and Spencer. The former won out. Time, 0:58. Spencer then came upon the track for the mile trial, but after warming up and getting on his mark for the start the rain came plentifully and the meet was declared off. The summaries:

Five miles for private owners—First heat won by Paul Gustafson, Indian; second, E. L. Buffington, Indian; third, John Hoffman, Indian. Time, 5:05. Second heat and race won by Gustafson; second, Buffington; third, John Hoffman, Indian. Time, 5:00.

One mile F. A. M. Eastern District championship—First heat won by Charles Gustafson, Indian; second, Walter Goerke, Indian; third, Charles Spencer, Indian. Time, 0:52¾. Second heat and race won by Gustafson; second, Goerke; third, Spencer. Time, 9:58.

Memphis Man Wins at Hot Springs.

One motorcycle event, a five miles race, was on the card at the automobile meet held in connection with the State Fair at Hot Springs, Ark., on the 10th inst. It was won by James Griffin, of Memphis, on an N. S. U., in 5:48. H. Aven, Excelsior, was second. In an attempt to lower the track record of 1:07. Griffin fell far short of the mark, scoring 1:13.

COLVER GETS TWO HOURS RECORD

British Motorcyclist Covers More Than 118 Miles at Brooklands—American Machine Does Fine Performance.

One world's record went by the boards, or rather the cement, at the British Motorcycle Racing Club's meet held at the Brookland's motordrome in England, Saturday, 9th inst., when H. V. Colver, who previously had figured in record breaking, scored the greatest distance in his class in the two hours race; he covered 118 miles 14 yards.

Colver was not the only star of the occasion, however, for G. Lee Evans, on a single cylinder Indian motorcycle, won in his class and covered 105 miles 60 yards, the greatest distance ever covered by a single cylinder motorcycle in 60 minutes. L. W. Bellinger, on a 5 horsepower Indian, won in another class, thereby giving two of the four classes to an American machine.

The meet was a very successful affair, both in respect to competition and to attendance. A large crowd was on hand to greet the riders when they lined up for the two hours race, as it was expected that the world's record would be slashed.

Fourteen riders started, they being divided into classes according to piston displacement. Of this number only four failed to finish—three with engine trouble and one because of a broken belt.

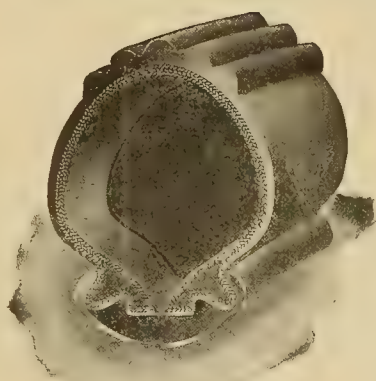
In Class E, which was for machines not exceeding 1,000 cubic centimeters, Colver rode a magnificent race. His time for 50 miles was 48 minutes 25¾ seconds, and for 100 miles, 1:39:04½, a few seconds slower than Derosier's time for the same distance. In the two hours, however, Colver had rolled up 118 miles 14 yards, the best previous distance having been 114 miles, made by Charles Spencer at the Springfield (Mass.) track October 2d.

In the class for machines not exceeding 750 cubic centimeters L. W. Bellinger, on a 5 horsepower Indian, enjoyed an easy victory by covering 95 miles 60 yards in the 120 minutes of riding. Bellinger's time for 50 miles was 1:10:44¾.

The most noteworthy performance of the meet was accomplished by G. Lee Evans when he won Class C, for single cylinder machines not exceeding 500 cubic centimeters. Evans, on his 4 horsepower Indian, covered 105 miles 60 yards in the required time, his time for 100 miles being 1:54:19¾. Fifty miles were covered in 58:20¾. The remaining class, for small singles, went to F. W. Dayrell, whose distance was 75 miles 1,320 yards.

Denver Race Promoters Incorporate.

The Broadway Motorcycle Racing Company has incorporated in Denver, Col., capital \$10,000. T. J. McDonell, E. G. Johnson and F. J. Dillon are the corporators.



G & J Corrugated Tread

9 Riders Use G & J M

Practically 90% of all the American motorcycles

THINK OF IT! DO

FIRST—All the leading motorcycle manufacturers equip their machines with G & J Tires. They know that the reputation of their product depends largely upon the quality of the tires. Therefore they've gone into the subject thoroughly—have investigated carefully the quality and construction of all the tires—have found out just what each tire will do and why—then have chosen Indianapolis G & J's as the most satisfactory equipment for their machines.

Try them on your motorcycle and you will be agreeable

Our catalogue not only illustrates and prices our complete
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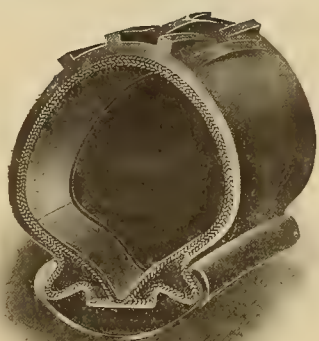
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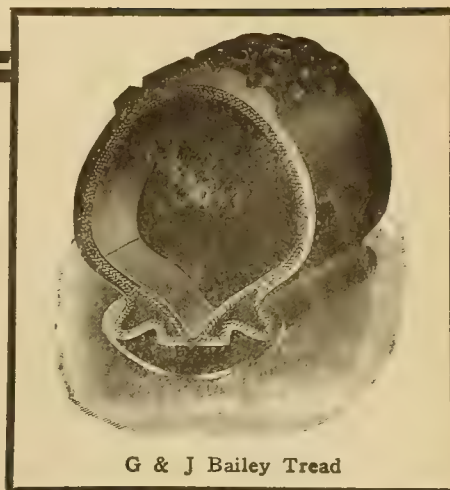
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G & J Basket Tread

Out of 10 Motorcycle Tires



G & J Bailey Tread

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Indianapolis G & J Motorcycle Tires are constantly attracting new users and forever holding the old. They cost a trifle more than other tires but they last so much longer and give so much better service that they have always proved the most economical in the end.

Surprised no matter how much we've led you to expect

of motorcycle tires but a lot of mighty useful accessories.
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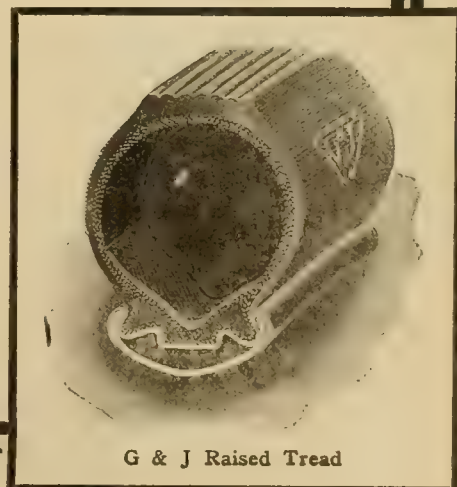
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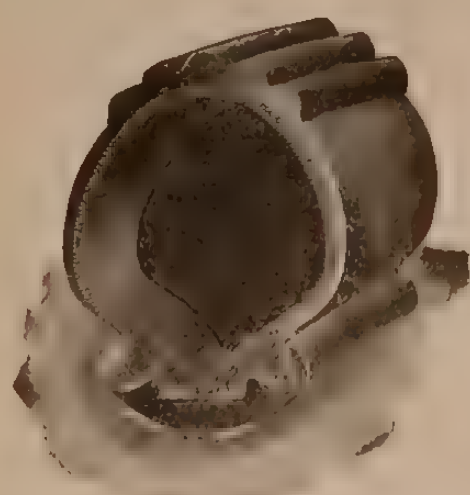
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G & J Raised Tread





G & J Corrugated Tread

9 Riders Out Of 10 Use G & J Motorcycle Tires



G & J Bailey Tread

Practically 90% of all the American motorcycles are equipped with Indianapolis G & J Tires

THINK OF IT! DO YOU KNOW WHY?

FIRST—All the leading motorcycle manufacturers equip their machines with G & J Tires. They know that the reputation of their product depends largely upon the quality of the tires. Therefore they've gone into the subject thoroughly—have investigated carefully the quality and construction of all the tires—have found out just what each tire will do and why—then have chosen Indianapolis G & J's as the most satisfactory equipment for their machines.

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G & J Basket Tread



G & J Raised Tread

CYCLING IN A "SQUIRREL CAGE"

**Latest Device Employed by Trick Riders
Based on Old Idea—Performers Under Great Speed.**

People who have watched with interest the antics of a busy little squirrel taking his morning exercise in one of those revolving wheels in which he is permitted to run until he is weary, without ever getting anywhere, may or may not be aware of the antiquity of the device. As a matter of fact, just when or where the treadmill, as it is properly known, originated, is difficult to discover, but its inventors probably were the Chinese, whose application of the device for irrigation purposes is known to be very ancient. It was used no longer than 20 years ago in Switzerland for hoisting purposes, and in English prisons as a means of punishment. But it is safe to say that the most modern and curious application of the treadmill has been its introduction into theatrical realms in connection with the performance of trick bicycle riders.

The eagerness with which the foreign public views the performing cyclist has been brought to notice in this country more than once, especially in connection with the occasional return to America of more or less noted trick riders who have achieved fame abroad under high-sounding names. From them and from other sources it is learned that the curiosity and excitement which is aroused in an American audience by a daring or clever stage performance, in no sense equals the boundless enthusiasm of the British or Continental frequenters of the "halls," whose appetite for novelty in this direction long has kept the profession at its wits ends to devise new ways of producing the thrills of amazement or of amusement, which are its stock in trade.

Hence the use of the squirrel cage in modernized and elaborated form. Adapted to the uses of the trick cyclist, it is a far more complicated and elaborate contrivance than that which is devoted to the muscular development of the domestic pet, while it embodies mechanical refinements such as neither Chinese or Swiss laborers nor British prison authorities have deemed either necessary or desirable.

The arrangement depicted in the accompanying illustrations was built for the express purpose of arousing the interest of German showgoers, and this it has done to such good good purpose that it has become almost as popular as ever a cycle whirl was in this country. To complicate the work of the performers and also to render their feats more difficult to perform, it is made not in the form of a plain drum, but as a hollow sphere, strongly built up of steel angles riveted into a stout framework, inside of which is stretched a heavy wire netting. The great ball is mounted on trunions which protrude from either

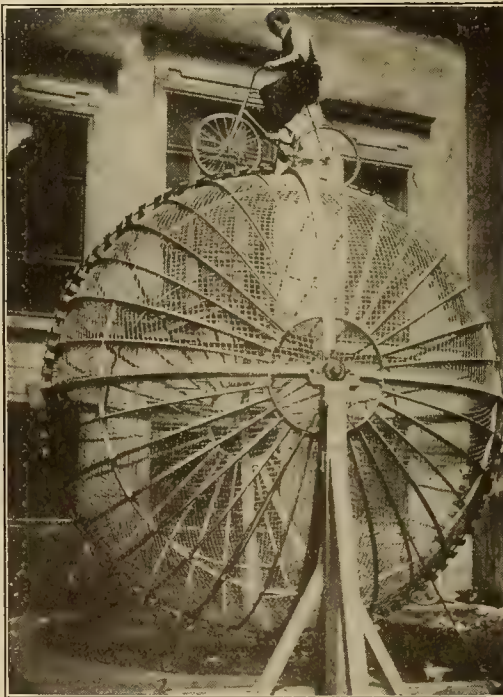
end and about which it revolves, while about its transverse circumference a narrow track is built by laying narrow wooden slats across three parallel string pieces.

Besides providing means for several ingenious and novel performances by riders circling about its interior the cage offers



HUMAN SQUIRRELS IN A MODERN CAGE

hitherto unparalleled opportunities for the ambitious performer to exploit his skill upon its exterior surface. As shown by one of the pictures, the more conventional use of the affair is made by one or two riders who circle about within it, as in the cycle



MAINTAINING HIS BALANCE AT 25 MILES AN HOUR

whirl, or by riding to one side, cause the big ball to revolve slowly while they stay at the bottom. Whatever variations on this idea are possible, in no way can equal in skill the performance of the rider who mounts his machine on the little outside track, and by pedalling in the ordinary fash-

ion, causes the cage to revolve and at the same time succeeds in maintaining his own balance.

How difficult it is to carry out this trick successfully may be judged when it is remembered that not only must the rider keep his mount squarely on the little track, on penalty of a nasty tumble if he allows it to run off, but also that should he run ahead of the cage, so to speak, thereby projecting himself over its side, he would take a most alarming "header." Of course an equally undesirable fate awaits him, should he pedal a little too slowly. As the movement of the cage is controlled entirely by the motion of his own rear wheel, it will be seen that no small exertion of nerve and poise is required to carry the performance through successfully.

The bicycle used for the trick has 28-inch wheels, and the cage is ten times as great in diameter, or 280 inches. From this, the entire distance around it, or the length he must ride in order to cause the cage to make one complete revolution has been calculated to be just about 880 inches, or 73½ feet. When going at full speed, the rider is able to cause the cage to revolve at the rate of 30 turns a minute, or 1,800 turns in an hour. At such times, he must pedal 30 times 73½ feet every minute, which is equivalent to very nearly 25 miles an hour. What skill is necessary to ride at this rate and still preserve the balance may be better inferred than learned by experience.

Club Captain Given a Stern Duty.

In consequence of the numerous complaints of speeding and reckless riding by motorcyclists in that city, the Syracuse (N. Y.) Motorcycle Club, which recently promoted a 23 miles an hour road contest, has instituted a campaign against the evil, and at a recent meeting resolutions were adopted authorizing its captain to warn any member who was reported to him for speeding, first offense, against the practice. When members are reported to him for a second infraction of the law, the captain was instructed to hand their names to the chief of police. Whether the Syracuse captain performs this stern but laudable duty remains to be seen.

How Bicycles Have Increased in France.

According to the French revenue returns for 1908, which just have been issued, there were 2,224,594 bicycles in use in that country. The revenue derived from the taxation amounted to about \$1,400,000. In 1907, the tax was paid on 2,059,584 bicycles. In France, all wheeled vehicles pay an annual license fee.

New Club Formed in California.

With twelve names on the charter list, the Pomona (Cal.) Motorcycle Club was organized on the 12th inst., and the following officers elected: Lee Russell, president; Paul Edwards, vice-president; K. K. Fritz, secretary and treasurer, and Ellis Brest, captain.

CLARKE WHOLE SHOW AT NEWARK

He and Macfarland Defeat the Kramer-Fenn Team—Most Exciting Meet of the Track this Season.

That "history repeats itself" was shown at the Newark (N. J.) Velodrome last Sunday afternoon, 17th inst., when A. J. Clarke and Floyd Macfarland triumphed over Frank L. Kramer, T. C. '09, and W. S. Fenn, in a three-cornered team match. Norman Anderson and Iver Lawson composed the other team.

The meet last Sunday was the most exciting that has been held upon the Newark Velodrome this season despite the fact that it was the most poorly attended. The chilling weather was responsible for the small crowd, but what it lacked numerically was more than made up in enthusiasm. Clarke was really the "whole show." He defeated Kramer decisively twice—in the team race and also in the three miles open, which goes to show that the little Australian is at his best in a long hard race.

The allusion to history repeating itself is induced by the result of the team match race. A year ago after Kramer had obtained a succession of victories over Clarke they met in a team match race under autumnal skies and chilling weather. Macfarland was his partner at that time and assisted him to win. Last Sunday Macfarland again was Clarke's partner, but he did not render him any material assistance. Macfarland has not wholly recovered from his accident and is not "on edge."

Clarke fairly reveled in speed and his riding in the team match race was little short of sensational. In the first heat Fenn and Kramer had the pole and went to the front with Anderson and Lawson next, and Macfarland and Clarke last. On the backstretch of the fifth lap the engines let go of the sprinter-tenders and they dusted it for home and mother. Kramer was the first to jump and Lawson tacked on. Clarke could never get around from his high up outside position, Kramer winning by a narrow margin over Lawson. Clarke lapped Lawson's rear wheel.

Just before the start of the second heat Lawson punctured a tire and the final of the mile handicap was run. With the match riders up again Macfarland and Clarke went out first, but relinquished the lead to Anderson and Lawson. On the fourth lap Fenn started up around Lawson and Anderson and the latter pair accepted the challenge and the tussled for three-quarters of a lap before Fenn could get by. When he did he found that Kramer had been shaken off his wheel and that Anderson was there instead. At the bell the men were well bunched, with Kramer and Clarke on the outside. The latter started his print first and appeared to squeeze Kramer against Anderson. Clarke went like the rocket he

is, and before Kramer had a chance to recover his stride the Australian had opened a gap of 50 feet and way flying toward the tape. He won by almost that distance, while Lawson came on and nipped Kramer just before reaching the finish.

With conditions even, the sextette lined up for the third and deciding heat and from what appeared after the first heat to be a Kramer race, developed into an either-man contest. Macfarland and Clarke got off first, but when Macfarland started to set the pace Clarke dropped back, looking for Kramer's wheel. On the second lap Fenn and Kramer shifted positions, moving into second place. Macfarland showed signs of life in this heat. He kept to the lead, down on the pole with Fenn, Kramer, Anderson, Lawson and Clarke, in the order named high on the bank. There was some jockeying until Fenn turned Kramer loose for the final sprint. At the first turn of the bell Kramer had such a lead that it looked like a runaway heat for him. Clarke still sticking to Lawson appeared pocketed, but after some interesting evolutions finally got himself clear in the middle of the backstretch and set sail after Kramer. Clarke certainly rode as never before. He began drawing up on the technical champion of 1909, and at the last turn Clarke had reached his hind wheel. Into the stretch the pair of flyers entered and the final battle down the home stretch was one of the finest battles ever witnessed upon the Newark saucer. At 25 feet from the tape Clarke had reached Kramer's neck and the crowd knew the race belonged to the Australian. He got it by a half length.

Clarke won his trial heat in the mile handicap from scratch in the fast time of 1:57½. In the final Fogler pulled Fenn and Clarke up, but in the last lap Clarke was shaken off. Fenn won the race and Fred West slipped in ahead of Clarke for second money.

Kramer came out to measure strides with the field in the three miles scratch race, which finished in the twilight. At two laps from the finish Fogler, Lawson, Kramer and Clarke were in front. With one lap to go Fogler retired, leaving Clarke on the pole, Lawson in the middle and Kramer on the outside. All jumped together and a ten foot circle could have enclosed the trio on the last lap. The stretch sprint brought an almost neck and neck struggle. Clarke won, while Lawson showed his first real flash of speed since coming east by beating Kramer for second place.

Patrick O'Sullivan Hehir, the Australian Irishman, distinguished himself by winning the two miles invitation professional handicap from Alfred Halstead, Charles Stein getting third money.

In the three miles amateur scratch, Joseph Passenger gave a great exhibition of riding. He came from tenth position in the last lap and won after one of the prettiest rides of the season. Working his way out at the bell he rode high and passed rider after rider. Only Jacob Magin and

Maurice Vanden Dries were left at the homestretch, and it did not appear that Passenger had a chance in the short distance that remained to the tape. He rode like a champion, however, and just won from his rival, Magin.

The National Turn Verein Wheelmen won all the prizes in the mile handicap, Ernest Jokus from 20 yards getting first, Brennan from 25 yards second, and Owens from 30 yards taking third. Harry Crosby of Orange, won a diamond studded medal in the novice event. The summaries:

One mile novice—Won by Harry Crosby, Orange; second, S. O'Brien, Newark; third, J. Snyder, Newark. Time, 3:06¾.

One mile handicap, amateur—Won by Ernest Jokus, N. T. V. W. (20); second, John J. Brennan, N. T. V. W. (25); third, Louis Owens, N. T. V. W. (30). Time, 2:03¾.

One mile team match between A. J. Clarke, Australia-Floyd A. Macfarland, San Jose, Frank L. Kramer, East Orange-W. S. Fenn, Bristol, and Iver Lawson, Salt Lake City-Norman Anderson, Denmark. First heat won by Kramer. Time, 3:06¾. Second heat won by Clarke. Time, 3:05¾. Third heat and match won by Clarke. Time, 2:09¾.

One mile handicap, professional—Won by W. S. Fenn, Bristol (15); second, Fred West, San Francisco (65); third, A. J. Clarke, Australia (scratch); fourth, Peter Drobach, Boston (100). Time, 2:09¾.

Two miles invitation handicap, professional—Won by Patrick Hehir, Australia (40); second, Alfred Halstead, Sacramento (60); third, Charles Stein, Brooklyn (70); fourth, Floyd Krebs, Newark (40); fifth, Menus Bedell, Newark (25). Time, 4:13¾.

Three miles scratch, amateur—Won by Joseph Passenger, Newark; second, Jacob Magin, N. T. V. W.; third, Maurice Vanden Dries, New York City; fifth, Louis Owens, N. T. V. W. Time, 7:47.

Three miles scratch, professional—Won by A. J. Clarke, Australia; second, Iver Lawson, Salt Lake City; third, Frank L. Kramer, East Orange; fourth, John Bedell, Newark; fifth, Patrick Hehir, Australia. Time, 6:11.

Honors Easy on a Muddy Track.

Bicycle and motorcycle races were held at the Fair Grounds half mile track, St. Charles, Mo., on the 14th inst., in connection with the Centennial week celebration, and were witnessed by a large crowd. The track was very muddy, and with the exception of the quarter mile event, the fields were light. The summaries:

Quarter mile open, bicycle—Won by H. Blue. Time, 0:23¾.

One mile, bicycle—Won by J. H. McCrea. Time, 2:38¾.

Three miles, bicycle—Won by J. B. Freeman. Time, 9:00.

One mile, motorcycle—Won by R. Wilson. Time, 1:35.

Five miles, motorcycle—Won by F. Maynard. Time, 6:46¾.

TO REVISE N. C. A. RACING RULES

Meanwhile Newark Strikers Go Scot Free and Laugh in Their Sleeves—Another "if" Rule Adopted.

That a lot of bicycle riders can spoil a race meet by refusing to ride after they have entered and go without being punished is the sad state of affairs existing at the present time, as disclosed at the meeting of the National Cycling Association, held in New York City last week. The meeting of the Board of Control, which was held in the Hotel Bartholdi, was called for the express purpose of discussing the case of the riders who refused to compete in the last 5 miles national championship race at the Newark Velodrome when the referee changed at the last minute the character of the race making it a heat race instead of a straight five miles race, as had been advertised.

Because of this change, as is already now a matter of history, Clarke, Fogler, Root, John Bedell, Bardgett, Pye and Hehir refused to ride, and Frank L. Kramer won the national championship in hollow fashion. Action on the case came up last Friday night and it was decided to not fine the striking riders. The reason assigned was that as Kramer had not been fined when he refused to ride the deciding heat of a match race with Clarke at a previous meet, it would not be consistent with the present set of (beautifully inconsistent) rules. The Board of Control was by no means so determined on a strict interpretation of them as Referee Kelsey was when Kramer asked for a change in the concluding championship race.

Part of the night's work was to adopt a new rule which will go into effect at once, imposing a fine on riders who refuse to start. This fine will be \$50 for the first offense and \$100 for the second offense. It is only mandatory in case the referee orders the men to ride. Nothing was announced as to what would be done to a rider if he remained out of a race and the referee didn't order him to compete. The rule will apply only in case a rider has signed an entry blank for the race or a blanket entry for the season.

It was voted that a general revision of the racing rules be made and that the board act as a committee of the whole in making the revision.

Motorcycles as Lumber Carriers.

That there are possibilities to the motorcycle that are undreamed of by the average rider is disclosed from time to time when new and unusual uses are discovered, as in the case of John and Gus Johnson, of Los Angeles, Cal., who have found a way to make lumber carriers of their machines to aid them in their daily affairs. The John-

sons are in the floor laying business and the transportation of the necessary flooring material for their work presented a troublesome problem for them until they hit on the happy idea of utilizing their Torpedos to carry their lumber when the loads needed were not sufficiently big to require a team of horses. Their estimate of how big the load must be before it is necessary to call a wagon into requisition is in some degree indicated by the accompanying illustration. It shows them as they appeared just after having brought in a load of oak flooring from a point 8 miles out in the country. When it happens that they have a surplus of material for a job, they do not throw away what is left over, but pack it on their machines with their boxes of tools and subsequently use it elsewhere. The sav-



HOW THE LUMBER WAS CARRIED

ing thus effected, when added to the economies which the motorcycles make possible as to carfare and hauling, goes to swell their profits.

To Race Again at Guttenberg.

Encouraged by the success of its initial meet the Palisades Automobile Association has announced a two days motorcycle race meet to be held upon the mile Guttenberg race track in New Jersey today and tomorrow (Saturday and Sunday). Today's meet will be in charge of the New Jersey Motorcycle Club and Sunday's meeting will be managed by the Manhattan Motorcycle Club. The card for today includes a two miles for private owners, 30½ cubic inches; 10 miles handicap for private owners; 5 miles open, 30½ cubic inches; 10 miles handicap, open; miss and out, 61 cubic inches, and 25 miles open. Sunday's program will be featured by an hour race, the other events being 5 miles novice, 5 miles novelty for private owners, 1 mile record trials, and 10 miles handicap.

For a 24 Hours Race at Buffalo.

Buffalo, N. Y., is to have a 24 hours team race during the second week in November, if present plans do not miscarry. It will be held upon an eight lap track to be built upon the floor of Convention Hall, and eight teams will be engaged. West and Drobach, Bardgett and Williams, and Lawson and De Mara are the only teams known at the present time. The date also has not definitely been fixed.

INDORSES SPRINGFIELD'S BID

Eastern District Favors Massachusetts City for Next F. A. M. Meet—New Secretary and Treasurer are Elected.

Had it not been for the efforts of the presiding vice-president, C. C. Wilbur, in bringing ten of his fellow club members from Keene, N. H., to the meeting of the Eastern District of the Federation of American Motorcyclists, held in the rooms of the Springfield Motorcycle Club, at Springfield, Mass., Saturday morning last, 16th inst., it is doubtful if a meeting could have been held.

It requires 19 members for a quorum, and the ten members from Keene assisted materially in making the total number of members present reach 26. But three New York members were present, Walter Goerke, A. G. Chapple and F. L. Valiant.

The chief item of business transacted was the election of a secretary and a treasurer for the District. The position of secretary has been acceptably filled by B. A. Swenson, of Providence, R. I., but as it has been demonstrated that affairs are facilitated when the offices of vice-president and secretary are filled by men living in the same city, Mr. Wilbur nominated Fred S. Morse, of Keene, N. H. The secretary's nomination being seconded by E. L. Buffington, of Providence, R. I. There being no other nominations, Secretary Swenson, who had been consulted regarding the change, and a member of the ballot for his successor, Swenson's nomination was appointed Commissioner for Rhode Island, and as he personally is acquainted with practically every rider in the state he cannot well fail to fill the bill acceptably.

F. L. Valiant, of New York, nominated Fred S. Horenburger, of New York City, to succeed himself as treasurer, and Buffington seconded the nomination. Horenburger's re-election also was unanimous.

It was made the sense of the meeting that the next annual national meet be held in the East, preferably in Springfield, as that city already has filed formal application for the meet. The motion to this effect was made by C. W. Hulse, and seconded by National Treasurer Gibson.

A general discussion of work that has been accomplished and suggestions for future work followed the transaction of the routine business. There were a number at the meeting who previously had not had the pleasure of personally meeting Vice-President Wilbur, and he impressed everyone as energetic worker who knows what to do and how to do it.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

DATE SET FOR SIX DAYS' RACE

Midnight, December 6th, in Madison Square Garden, as Usual—Teams Now Forming for Big Grind.

All doubt as to whether the time-honored six days bicycle race would be held in New York City this winter was dispelled this week when P. T. Powers informed the *Bicycling World* that the classic grind will occur as usual.

It will occur the second week in December—from the 6th to the 11th, inclusive—with the usual preliminary race meet on Saturday night, December 4th. It goes without saying that Madison Square Garden will be the scene of action as in previous years.

From now on, Powers's office in the Fuller building at Twenty-third street and Broadway, will resemble a bee-hive. No riders have as yet signed for the grind and the strike of the riders for larger purses, as related in last week's *Bicycling World* seems to have punctured through and through, for on Wednesday morning Powers was besieged by riders anxious to come to terms with him.

While it is yet early to announce teams several of the American combinations are said to be already formed or in the process of joining. Edward F. Root and Joe Fogler, one of the best teams that ever pedaled around the ten laps Garden saucer, will again ride together, providing Fogler makes his peace with Powers for having withdrawn from last year's race. It is not thought this will be a difficult matter to accomplish.

Another team will be Floyd Macfarland and James F. Moran, who won the last race and broke the record, and who later won the German six days race held in Berlin. Macfarland stated that he and Moran already had signed for the second annual German grind, which will start on New Year's Day, three weeks after the finish of the New York contest.

Iver Lawson, of Salt Lake City, and Walter De Mara, of San Francisco, have decided to ride together. Lawson was Fogler's partner last year and De Mara finished third in the race. Ernest A. Pye, who has ridden in one six days race, and "Paddy" Hehir, a newcomer, will represent Australia. A. J. Clarke, who finished second to Kramer in the championship, is planning to ride, but has not yet selected a partner. Clarke has competed in one continuous six days race, when Pye was his stable mate.

Percy Lawrence, the season's amateur champion, will be paired with Alfred Halstead as the California team, both boys coming from that state. Fred G. West, of San Francisco, and Worth L. Mitten, of Davenport, Iowa, will ride together, as will Floyd Krebs and George G. Cameron and J. Frank

Galvin and Fred Jones. It will be the first six days race for Lawrence, Halstead, West, Cameron and Jones.

One of the pluckiest teams that ever received the plaudits of a six days crowd, again will be together; it consists of Pat Logan, of South Boston, and Walter A. Bardgett. The famous Bedell brothers—John and Menus—have elected to team, as will George Wiley, of Syracuse, and Peter Drobach, of South Boston.

Regarding the foreign teams nothing has been settled as yet, except in the case of one team. Walter Rutt, of Germany, and John Stol, of Holland, who won the event of 1907 and finished second last year have been engaged.

Victor Breyer, who represents P. T. Powers abroad, has forwarded a list of the most desirable riders, but no contracts have been signed, and the make up of the foreign contingent will not be known for several weeks.

Ownership of Siffling Medal Decided.

At the Rochester (N. Y.) Motorcycle Club's final series of handicap races, for single and twin cylinder machines, the Siffling medals offered by an enthusiastic club member, were won by Edward Van Amkirk and Edward Stauder, respectively. Stauder's victory in the twin class, previously was conceded, as he was the only one in that division to compete in all five events of the series. In the single class, the struggle was closer, particularly between Stauder and A. D. Cook, and had the latter taken part in the entire series the result might have been different. Van Amkirk won out by a comfortable margin, the final score in points being Van Amkirk 28, Stauder 23, and Cook 33. The summaries:

Five miles novice—Won by J. Cassle; second, Bray.

Five miles open, singles—Won by A. D. Cook, Curtiss; second, E. Stauder, Indian; third, E. Van Amkirk.

Five miles handicap, singles—Won by A. D. Cook, Curtis (scratch).

Five miles handicap, singles—Won by E. Van Amkirk (500); second, A. D. Cook, Curtiss (scratch); third, E. Stauder, Indian (scratch).

Ten miles handicap, singles—Won by E. Stauder, Indian (scratch); second, A. D. Cook, Curtiss (scratch); third, E. Van Amkirk (scratch).

Five miles, twins—Won by E. Stauder, Indian.

Half mile against time—A. D. Cook, Curtiss. Time, 0:43.

Empires to Hold a Rare Contest.

A bicycle hill climbing contest—the first held in the metropolitan section in many years—will take place on the Manhasset (L. I.) hill, tomorrow (Sunday). The Empire City Wheelmen of Brooklyn, N. Y., are projecting the affair, which is for club members only, and which will count for points in the championship series being held by that club.

WALTHOUR AND TAYLOR SCORE

Former Captures German Grand Prix at Berlin—Taylor Gets Revenge on Dupre in Latter's Home Town.

Three American riders—Robert J. Walthour, Nat Butler and "Major" Taylor—had a successful Sunday abroad, October 11th. Walthour won the Grand Prix of Germany at Berlin, Butler finished second in the Grand Prix of Europe at Cologne, and Taylor defeated Dupre in a match at Roanne, France.

The Grand Prix of Germany, which was held on the Botanical Garden track at Berlin, was contested in two heats at 40 and 50 kilometers, Walthour, Darragon, Stelibrink and Robl being the contenders. In the first heat Walthour defeated Darragon by nearly 600 yards, the time being 30 minutes 30 seconds. The second heat brought a fighting finish between Walthour and Stelibrink, the American winning by only 10 yards. The time was 38:37.

The Grand Prix of Europe, which also was contested in two heats, at 40 and 60 kilometers, had Butler, Guignard, Ryser and Mauss in the running. In the first heat Butler won a brilliant victory in 32:14. When Butler finished Ryser had covered 39 kilometers 650, Guignard 37 kilometers 560, and Mauss 34 kilometers 500. Ryser won the second heat of 60 kilometers in 50:12, Guignard having covered at that time 59 kilometers 850 and Butler 57 kilometers 950. Mauss had finished 53 kilometers 450.

The ultimate outcome was decided by the addition of distance which gave Ryser the race, he having covered 99 kilometers 650, while Butler's distance was 98 kilometers 950. Guignard covered 97 kilometers 410, and Mauss 87 kilometers 950.

"Major" Taylor's victory over Dupre at Roanne was one that particularly pleased the American negro, not alone because of the fact that Dupre has trounced him upon one or two occasions this season, but that the victory was all the sweeter, as Dupre is a native Roannais. Naturally there was an immense crowd out to see the Frenchman trounce the American negro—a feat which did not occur, however. The match, by the way, was Taylor's adieu to France, as he sailed several days later, and is due to arrive in New York today (Saturday) on the Provence.

The heats were at 1,000 meters and in the first Dupre allowed himself to be surprised by a jump from Taylor at 400 yards to go. The negro won by a length. In the second heat jockeying was the feature until near the finish when Dupre passed Taylor in the last few feet and won by inches. The finish was so close that Taylor protested, claiming that he had won. The judges deciding against him a third and final heat was necessary and Taylor brought into play the same tactics that netted him vic-

tory in the first heat. He jumped at 400 yards and Dupre was not able to close the gap, Taylor winning by a length.

Francois Cuzin, who broke the amateur world's hour paced record at Munich, Germany, September 30th, when he covered 56 miles 1,128 yards in 60 minutes, made his debut as a professional in that city October 11th. Cuzin lined up against Gombault, Gohoen and Buttner in an hour race under the French regulations. Cuzin was successful, defeating Gombault by an even mile. He covered 72 kilometers in the hour.

Major Weed at Last Reaches California.

Major Edward A. Weed, who has been "racycling" across the country for 16 months finally has arrived in California

DISPROVING THE SELFISH IDEA

Rigged for Two the Motorcycle is Not an Unsociable Vehicle—"Tandem Party" as an Example.

In removing the motorcycle from the "selfish" class and permitting the owner to share the sport with members of the fair sex, the tandem attachment is exercising a rivalry with the tri-car, and so far as Richmond, Ind., is concerned it would seem to be in high favor, as is suggested by the accompanying picture of Richmond (Ind.) enthusiasts taken while they were on what they called a "tandem party." On the re-

In the first place M. Bois predicts that all the great cities will be practically uninhabited except by visitors and for business purposes during the daytime. All classes will live in the country or garden cities at considerable distances from the towns, to which access will be cheap and extremely rapid owing to the enormous development of all methods of contrivance, from pneumatic railways to flying cars. The motor car will have gone completely out of fashion, but the bicycle, in a new form, will be once more in favor, for a sort of flying bicycle will be invented which will enable the rider to soar in midair. The average height of Europeans will be increased; so will the average length of life.

Entirely new views will prevail concerning the beauty of women, for women themselves will be combined with muscular power and selves will be greatly changed; their beauty courage. Parliamentary institutions, M. Bois believes, will be greatly modified; indeed, will almost have disappeared, and nations will be governed by delegates of various castes.

All existing aristocracies will have become blotted out, but a new form of aristocracy, brought into being by the general alteration of the conditions of life, will be socially and politically powerful.

Three Tied in Empire Championship.

As a result of the two races held on the Twenty-second avenue course, Brooklyn, last Sunday, 17th inst., three riders are tied for the lead in the Empire City Wheelmen's championship with ten points to the credit of each. They are Matthew Barnett, Samuel Struber and Franklyn Fisher.

The most important race last Sunday was the 5 miles handicap, and some generous allowances made the scratch men—Ericson, Brown, Becht, Struber, Fisher and Raleigh—go all the way. They alternated in a fast pace for 2½ miles, when Raleigh blew up. A few seconds later, while rounding a turn, Sorenson, a 30 seconds marker, fell, causing Struber and Becht to be shaken from the honor group. Just at that moment Ericson jumped, with Fisher and Brown in full cry after him. At a mile to go the scratch trio almost had the limit men sighted when Brown threw away his chances by pulling Fisher for the finish, Brown being dropped.

Fisher missed the distance to win by 25 yards, the race going to Thomas J. Murphy, a 45 seconds man. Patsy Demans, Herman Lind and Edwin Goerke, each with the same allowance, finished second, third and fourth. Frank Mehrman, 1 minute 15 seconds, finished fifth. The time was 12:21¾.

There was a little delay in starting the two miles handicap, because the men were strung out so that it was difficult for them all to see the starter. Thomas Kennedy, with 340 yards, finished first in 4:38¾, Matt Barnett, on 400 yards, being a close second. Struber and Becht, who started from 80 yards, were, respectively, third and fourth.



AN INDIANA "TANDEM PARTY" ON THE ROAD

none the worse for the experience. Since leaving New York City in May, 1908, Major Weed, who is 68 years of age, has been in 25 states, his total mileage amounting to 7,335. His most exciting adventure consisted in getting caught upon a trestle bridge near Algodones, N. M., with a Santa Fe flier in sight. He was compelled to leave his bicycle upon the track and jump 15 feet to save his life. His bicycle was crushed and he had to await the arrival of a new one from the Racycle factory. The old gentleman has toured like a real tourist, without thoughts of time or distance. He saw everything worth seeing, stopped whenever and however and as long as he pleased, and made long detours into byways where bicycles are seldom seen.

Dayton Club Elects New Officers.

At a meeting of the Dayton (O.) Motorcycle Club held last week, the following officers were elected for the ensuing term: Chris J. Wietzel, president; T. L. Bannon, recording secretary, and W. H. Rossiter, financial secretary.

turn trip from a neighboring city, they stopped at a small picnic ground, where a fraternal order was holding a festivity, and on invitation they joined in the fun and were given ample portions of the good things which were a feature of the affair, after which they were "snapped" by the omnipresent kodaker. The picture shows Mr. and Mrs. William Waking to the left, Charles Meyer in the center, and Miss Hazel Bennett, Russel Minora, Miss Maude Hamilton and Charles A. Tangeman to the right.

Flying Bicycles for Next Generation.

Jules Bois, a distinguished French archaeologist, whose hypothesis in regard to ancient civilizations have been wonderfully borne out by archaeological discoveries, has attempted to forecast the changes likely to take place in Europe in 100 years time, based solely upon hypotheses formulated on the state of society 100 years ago and demonstrated in the light of present-day conditions, some of which, of course, cannot be traced.

CLOSE FINISHES AT MINNEAPOLIS

Bernard, of Milwaukee, and Haas, of St. Paul, Divide Honors—F. A. M. Profited Well by the Meet.

Although there was frost in the air around Minneapolis and St. Paul last Saturday, 17th inst., there was none of it in the immediate vicinity of the Hamline mile track when the St. Paul and Minneapolis motorcycle clubs held their joint race meet on that afternoon. The weather was so cool that only a few hundred persons attended the meet but the racing was quite spirited and they did not mind the chilling atmosphere.

Harvey Bernard of Milwaukee, and F. H. Haas, of St. Paul, divided the honors of the afternoon, the former winning both five miles events for trade riders, and scoring the fastest time ever made on that track for the distance. Haas captured four firsts including the 10 miles for trade riders, in which event, however, Bernard broke down when he was no less than a half mile in the lead.

Haas started the ball rolling by winning the five miles for single cylinder stock machines from a large field, the time for the five laps being 5:56. Bernard and he then fought it out in the five miles for trade riders on twin cylinder machines, the former coming out victorious. The time was 4:52½, the fastest ever made upon the Hamline track.

Bernard duplicated his victory in the single cylinder event at the same distance for trade riders, and an unusually large field finished, Haas again being the runnerup. The time was 5:20¾. The five miles race for club members on single cylinder belt machines went to B. C. Ostrander on a Harley-Davidson, Frank Teir, on a Merkel, finishing second. Later in the afternoon, at the same distance, but with twin cylinder machines in the running Teir finished first.

It was a pity that Bernard went out in the ten miles free-for-all trade riders, as exceptional time would have resulted. Bernard made a quick start and had opened a large gap of daylight on the field at the sixth mile when an exhaust valve broke and he was compelled to withdraw. His second mile was caught in 56 seconds flat. With Barnard out of the running, Haas had little difficulty in defeating E. H. Hammer, his stable mate.

The meet was productive of a material increase in members for the Federation of American Motorcyclists, 22 riders joining in order that they might compete, in accordance with the rules, a condition, however, that was omitted from the printed set of new rules.

Five miles for club members, single cylinder belt machines—Won by B. C. Ostrander, Harley-Davidson; second, H. A. Bird,

Merkel; third, F. Teir, Merkel. Time, 6:28.

Five miles for single cylinder stock machines—Won by F. S. Haas, Indian; second, E. H. Hammer, Indian; third, B. C. Ostrander, Harley-Davidson; fourth, R. J. Bedson, Indian; fifth, C. Gould, Thor. Time, 5:56.

Five miles for trade riders, twin cylinder machines—Won by Harvey Bernard, Harley-Davidson; second, F. S. Haas, Indian; third, E. H. Hammer, Indian. Time, 4:52¾.

Five miles for trade riders, single cylinder machines—Won by Harvey Bernard, Harley-Davidson; second, F. S. Haas, Indian; third, J. Schwister, Harley-Davidson; fourth, E. H. Hammer, Indian; fifth, R. Mangon, Thiem; sixth, R. J. Bedson, Indian; seventh, C. Gould, Thor. Time, 5:20¾.

Ten miles for trade riders, free-for-all—Won by F. S. Haas, Indian; second, E. H. Hammer, Indian; third, F. C. Legg, R-S. Time, 10:43.

One mile time trials—Won by F. S. Haas, Indian, 1:00; second, C. S. Horn, N. S. U., 1:05¾.

Ten miles for club members, twin cylinder machines—Won by F. S. Haas, Indian; second, E. H. Hammer, Indian; third, F. C. Legg, R-S. Time, 10:42½.

Five miles for club members, twin cylinder belt machines—Won by Frank Teir, Merkel; second, Harry Bird, Merkel; third, C. S. Horn, N. S. U. Time, 6:08.

Two miles consolation for club members, twin cylinder machines—Won by F. Gfroerer, Harley-Davidson. Time, 2:35.

Five miles match—Won by Walter Hostedt, Excelsior; second, Guy Webb, Harley-Davidson. Times, 6:37 and 6:40.

Williams Wins Twice at Lancaster.

Motorcycle racing was one of the features of the county fair at Lancaster, Pa., last week. On Thursday, 14th inst., two races were programed, the curtain-raiser being a three miles scratch race for singles. W. H. Lineaver, of Lebanon, finished first on an Indian, his time being 4:10. Samuel Killian, of Reading, on a Merkel, was second, and Dr. W. H. Martin, of Landisville, on an Excelsior, was third. Harvey Williams, of Lancaster, mounted upon an Indian, won the five miles for twin cylinder machines, covering the distance in 7:42. Edward Gruck, Indian, was second, Lineaver third, Charles Guzenhauser fourth, and Roy Decker fifth. A five miles event for the "championship of Lancaster county" was the feature Saturday, Williams winning easily in 6:46.

South Benders Elect and Resolve.

The South Bend (Ind.) Motorcycle Club has been organized with the following officers: L. D. Durst, president; Victor Paxson, vice-president; Howard Hagerdorn, secretary; C. H. Whitmore, treasurer. Directors, Frank Andrews, John Smith, W. R. Wade, R. M. Webster and George Snider. The club passed resolutions binding its members to observe the speed laws.

RACING MEN BAD INSURANCE RISKS

Only One Company Accepts Them, and Then at Enormous Premiums—Private Owners Have More Protection.

Although not all of them are aware of the fact, one of the penalties which a professional racing man pays for the privilege of following his hazardous calling, aside from the risks incurred in traveling at high speed is his inability to procure the protection either for himself or his family or relatives, which an insurance policy affords, and which in his case seems particularly desirable. Along with aeroplanists, powder factory employes and others who tempt fate by choosing a dangerous means of livelihood, the man who pushes a bicycle or steers a motorcycle or automobile for cash is persona non grata with the insurance companies almost without exception. There is but one known exception, namely London Lloyds, that will accept racing men as risks under certain conditions, but they exact an exorbitant premium.

These little known facts recently were brought out when a New York motorcyclist sought to insure himself, and who for the first time saw the amateur and professional definitions in a light in which he never had seen them. Although technically a trade rider, his quick wit saved him from rejection, as instead of describing himself by that term when questioned, he fell back on the amateur clause, which included it in the rules. It was well that he did so, as later inquiry by the Bicycling World disclosed that regardless of what other terms the sports governing bodies may employ to designate the various classes of competitors, insurance companies know and recognize but two definitions of the status of contestants and those are the old and generally accepted ones, viz: amateur and professional. Two New York casualty companies were visited by the Bicycling World man in his search for information.

At the offices of the first company it was stated that policies were not issued under any circumstances to persons engaging in any form of speed contest, and that those who were insured through having some other regular occupation, and who raced occasionally for recreation were not covered by their policies while so engaged. This sweeping mandate was said to be unconditional, and was based on the nature of the occupation, which was declared to be a highly unprofitable field and one which that particular company did not care to exploit.

Somewhat more lenient was the attitude of the other company towards racing in general, although the professional, in this case also was on the "not wanted" list. In response to a query as to the status of the trade rider and private owner, from an insurance standpoint, the president of the company himself made reply. After being

fully informed in regard to the position of the trade rider, the official held long and earnest consultation with his immediate subordinates, for the subject is one which has not as yet demanded serious attention in the insurance field. At length the verdict was reached that the trade rider was engaged in furthering the sale of some particular make of machine in every possible manner, whether in the salesroom or on the road or track, and that as he had the same incentive to endanger his life to win as did the professional, he was considered to be in the same class, and therefore ineligible for a policy insofar as that particular company was concerned.

This point decided, the private owner's case was taken up with the same care and deliberation, and it was held that his participation in racing was a form of recreation, in which the hazard was not likely to assume the proportions involved in the other two classes, that racing was not his regular occupation, and that through freedom from trade connections he would not be compelled, nor would he be likely to endanger his life to win. Therefore the private owner can procure insurance which will protect him while he is racing.

Another phase of the situation which came up for discussion was the method of dealing with cases involving false declaration, in which a claim would be made for injuries received while racing, by a person who in taking out a policy, declared himself to be engaged in some other and less hazardous occupation. In such case, provided he was not uninsurable according to the company's rules, the amount of the claim would be scaled down, to a degree commensurate with the amount of insurance, which the premium paid, would purchase in a class of risk equally hazardous to the one in which the injury was sustained.

Motorcycle Meet at Point Breeze.

Entry blanks were issued this week for the Philadelphia (Pa.) Motorcycle Trade Association's sanctioned race meet at Point Breeze track, on Saturday, 30th inst. Six events are on the card with a 25 miles open, as the headliner. The remainder of the bill consists of a 5 miles novice, 5 miles for local riders, and 10 miles open, all for 50.50 singles; 10 miles open for twins in the 61 class, and mile time trials.

Racing Fever Strikes Mexico.

Mexico has contracted the bicycle racing fever. A successful road race of 35 kilometers between Oaxaca and Tlacolula on October 15th, aroused great interest. It was won by Ramon Barreiro, who covered the distance of 21.7 miles in 1 hour 40 minutes.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

INVESTIGATING GERMAN AMATEURS

Governing Body Propounds Series of Pertinent Questions—"Amateurs" do not Relish the Situation.

American amateurs are not the only riders under suspicion, and although trade rivalry is a thing of the past in this country, as far as bicycle racing is concerned, it is not the case in Great Britain, France, Germany and other European countries.

In order to check the practice of subsidizing amateurs German road racing men are now compelled to answer questions that show whether or not they are amateurs in every sense of the word. A similar plan might be followed in this country, one

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It has an extra heavy tread
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longer service.

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or side-car attachments can also
use this tire to advantage.

It costs a trifle more than the
regular treads, but you get
MORE than the extra cost in
extra wear.

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which would compel all amateurs to annually certify that they had never ridden for cash, or pledged or sold any prize won, a proceeding that the Bicycling World more than once has suggested.

The German road racing men are said to be angry at the inquisition now being imposed upon them by the chairman of the Sports Committee of the German Cycling Federation, which, in itself, is an admission that their skirts are not as clean as they might be. The questions, eight in number, take the following form:

"1. What civil calling do you follow, and how much do you earn?"

"2. What machines have you used in the course of the last three years?"

"3. Have you received them from the respective makers, their representatives, or dealers, free of charge, or at what exceptional prices?"

"4. What tires have you used in the course of the last three years?"

"5. Have tires been placed at your dis-

posal for nothing, or at what exceptional price?"

"6. What sums, favors, or compensation have you received for your performances during this time directly or indirectly?"

"7. Has the advertisement made on account of your victories taken place in agreement with yourself? What attempts have you taken to prevent a recurrence of such advertisement?"

"8. What offers have been made to you in the course of the last few years as awards for your performances, and from whom?"

Hockaday and Weisher Share Honors.

Ray Hockaday and Roy Weisher, both of Wichita, furnished sufficient thrills to several hundred residents of Winfield, Kan., on Friday, 15th inst., to last them the remainder of their natural lives. The occasion was a motorcycle and bicycle race meet at the half mile fair grounds track at the latter place, conducted by what some of the natives style "Hockaday's Kansas racing trust."

Hockaday started the ball rolling by winning the five miles for twin cylinder machines and then took the unlimited pursuit, later winning the three miles novelty. Weisher won the 10 miles free-for-all, the three miles for singles and bettered the time made by an automobile driver in a trial against time. The summaries:

Five miles for twin cylinder machines—Won by Ray Hockaday, R-S. Time, 7:39

Two miles inter-city match between Winfield and Arkansas City—Won by Peter Hicherson, Winfield, Thor. Time, 3:16.

Unlimited pursuit, for twin cylinder machines—Won by Ray Hockaday. Distance 6½ miles. Time, 9:40.

One mile bicycle—Won by L. Lockyear, Iver-Johnson. Time, 2:58.

Two miles automobile versus motorcycle, time trials—Won by Roy Weisher, Indian, 2:31½; second, L. B. Kimball, Hudson, 2:51½.

Three miles novelty—Won by Ray Hockaday. Time, 5:58.

Three miles for single cylinder machines—Won by Roy Weisher. Time, 4:32.

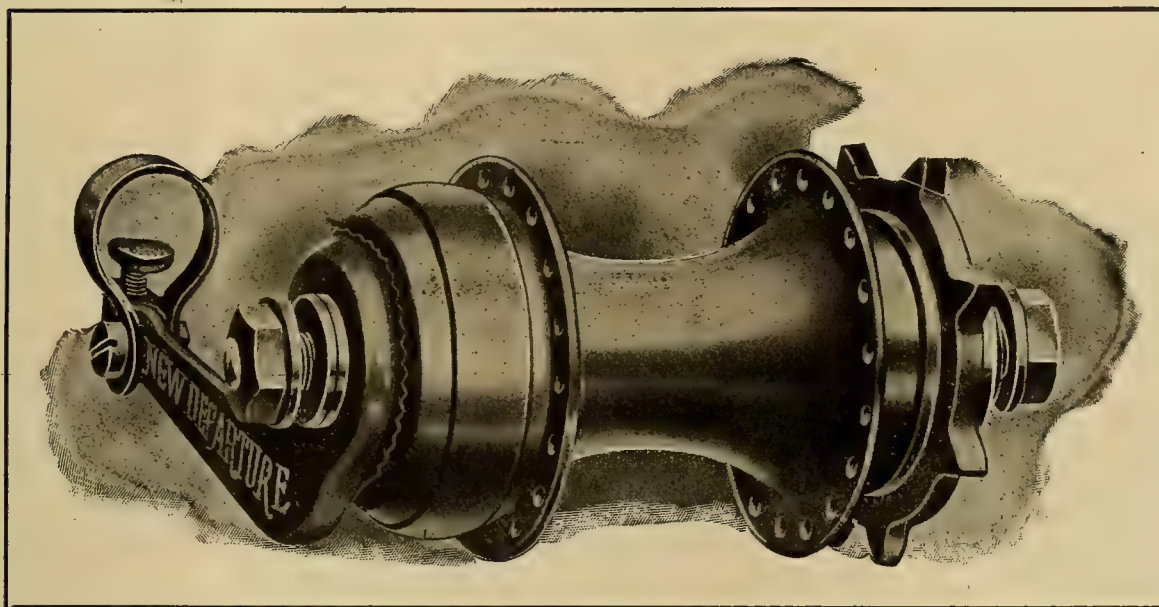
One-half mile slow race—Won by J. Bald, Excelsior. Time, not taken.

Ten miles free-for-all—Won by Roy Weisher. Time, 13:27.

Two Brothers in Tragic Accident.

The first fatality to occur as the result of two persons riding upon a motorcycle has been recorded in Chicago. Roderick Hollett, 16 years old, and his brother George, 18 years old, were both upon one motorcycle when it is supposed to have run into a tree. The first-named was killed, and George is in the Evanston Hospital with a broken arm and other serious injuries. As yet he has been unable to explain the cause of the accident. The boys are sons of R. P. Hollett, a prominent Chicago attorney, who is now abroad.

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New Departure "Selling Helps" assists the dealer in planning his selling work and working his selling plan.

Write for 1910 Catalog

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Connecticut

COASTER BRAKE LICENSORS.

Why He Will Stick to the Horse.

"The bicycle," remarked a traveling salesman for a big bicycle manufacturing concern, "is a great institution, and will supersede the horse in many instances, but not in all. A case in point came under my notice recently. It was in the Blue Grass region of Kentucky, where the roads are superb, and, in the course of my visits to agents, I ran across a farmer who lived about five miles from town, and began to talk with him on the subject. He was rather progressive, and conceded that the bicycle possessed many advantages over the horse. It saved feed, toil, care, shoeing, and a lot of other things, and was a great deal speedier.

"Then why don't you get a bicycle?" I asked.

"Well, there's only one thing that prevents me," he said with an apologetic grin; "when a man comes to town on Saturday and starts home in the evening just 'corned' enough not to know the way, his horse will take him back to his family in fairly good shape, but the bicycle ain't made that

will do it, and I'm a man that goes to town on Saturdays."

"Of course," continued the salesman, "after that I had very little show for argument."

Fifty Boy Bicyclists Wanted.

Recognizing that in no other way could the desired information be secured so quickly and economically as with the aid of bicycles, the city editor of the Louisville (Ky.) Times recently advertised for 50 boys with bicycles, to gather election returns, at the forthcoming election in November. Despite the rapid advances in modern transportation methods, the bicycle still has no equal for certain tasks.

Good Reason Why.

Joax—"Do you know Bagley fell off his wheel yesterday and broke his jaw? His face is all bound up. I went to see him today."

Hoax—"How was he?"

Joax—"His wife said he couldn't complain."

An Irishman's Idea of Distance.

Two Irish cyclists set out from Wexford to ride to Dublin. By the time they reached Bray, they were very tired, but they plucked up courage when told that they were only 12 miles from Dublin. "Be the saints!" said one after a little thought, "sure, it's but six miles apiece for us! Let's shtart on."

She Remembered the Price.

"And what," the visitor asked, "did your new bicycle cost?"

"Twenty dollars," answered the proud owner.

"Why, Charles," exclaimed his wife, "it didn't either! You know just as well as I that it only cost \$19.98."

See-Saw.

Cycle tourist (going through a lumber region)—"There doesn't seem to be much to see up here."

Practical native—"No; but there's plenty to saw."

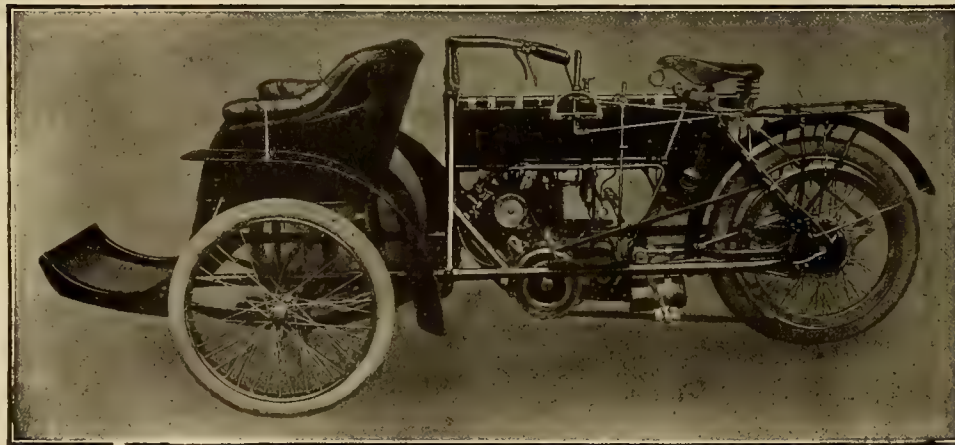


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CLEVELAND—1932 Euclid Ave. BOSTON—100 Massachusetts Ave.
PHILADELPHIA—422 Commerce St.
SAN FRANCISCO, CAL.—Hughson & Merton, 544 Van Ness Ave.

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209 ILLUSTRATIONS

Treats of everything from the equipment of the repair shop to the repair of a puncture.

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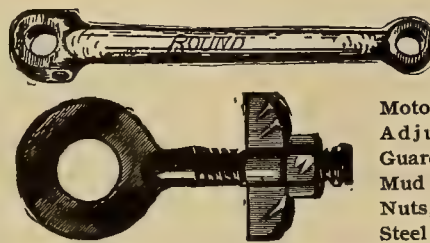
920,583. Bicycle Crank Hanger. Clarence F. Kline, Kuntztown, Pa. Filed Nov-27, 1908. Serial No. 464,704.

1. The combination of a bearing barrel, a crank, a shaft carried by said crank and projecting through said barrel, said shaft having a flat faced extremity and a screw threaded portion, a nut upon the latter, a second crank having an opening to receive said flat faced extremity of the shaft, the inward movement of the second crank upon the shaft being limited by said nut, anti-friction bearings between the shaft and its crank and said barrel, and means for retaining the second crank upon the shaft.

921,653. Coaster Brake. Frederick S. Ellett, Elmira, N. Y., assignor to Eclipse Machine Company, Elmira, N. Y. Filed June 1, 1908. Serial No. 436,150.

1. The combination with a revoluble hub, of a driver; a nonrotary, brake-ring within the hub split parallel with its axis; an expander adapted to engage one of the longitudinal edges of said brake ring; and means operated by said driver for moving said expander circumferentially to expand said brake ring; substantially as shown and described.


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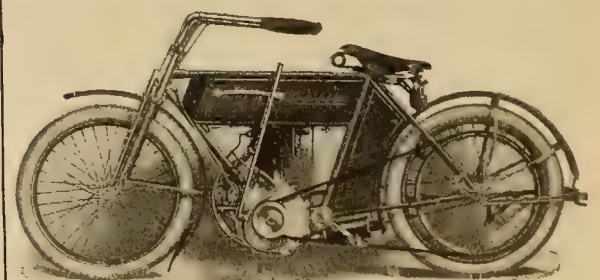
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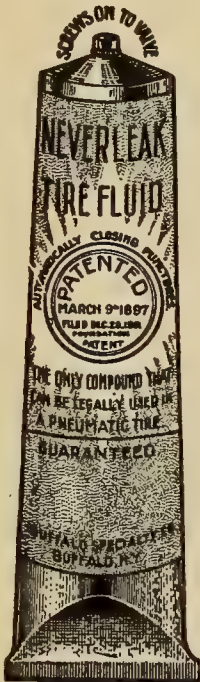
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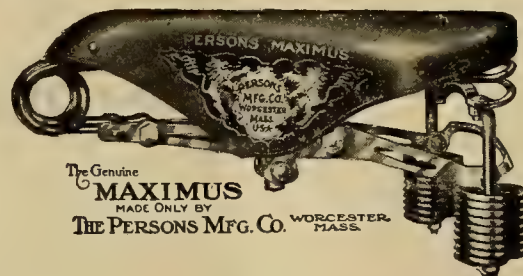


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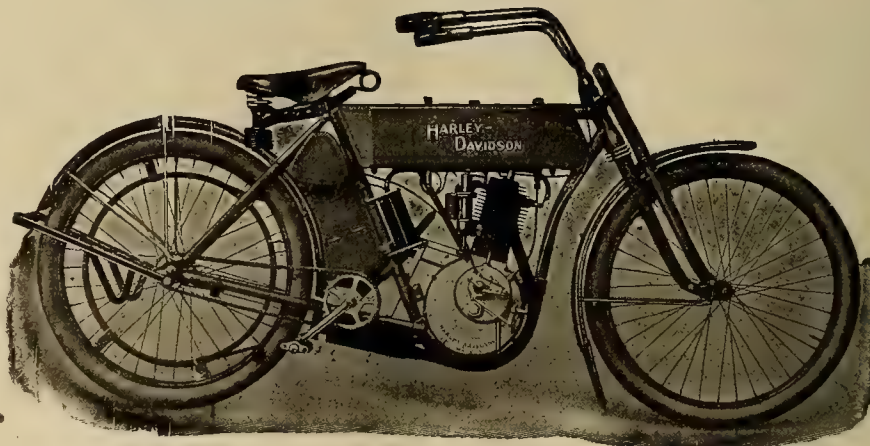
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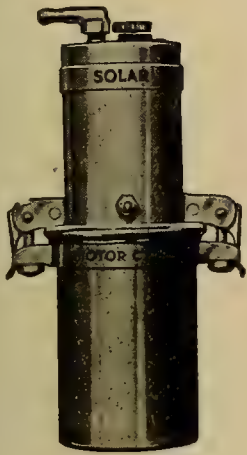
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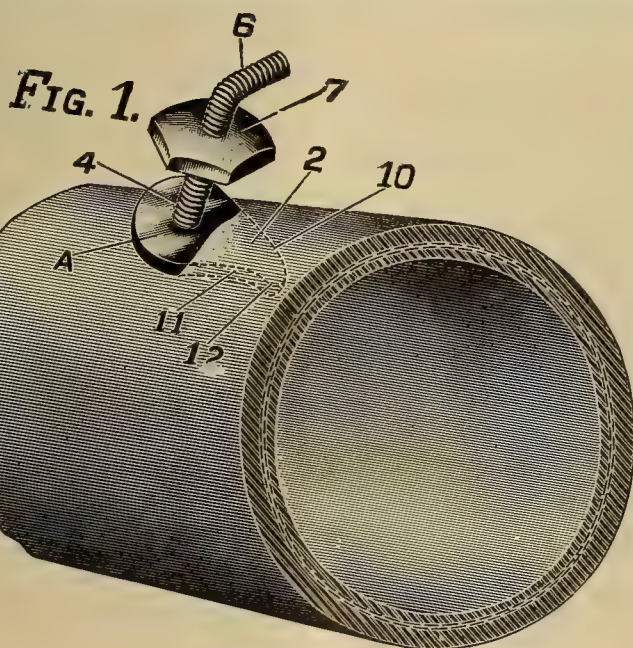


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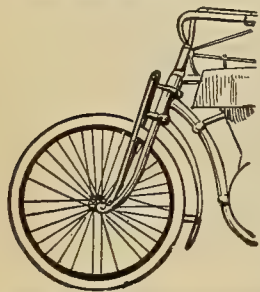
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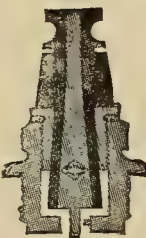


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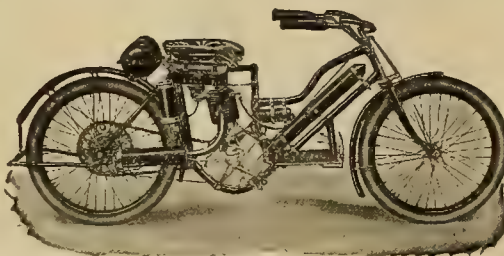
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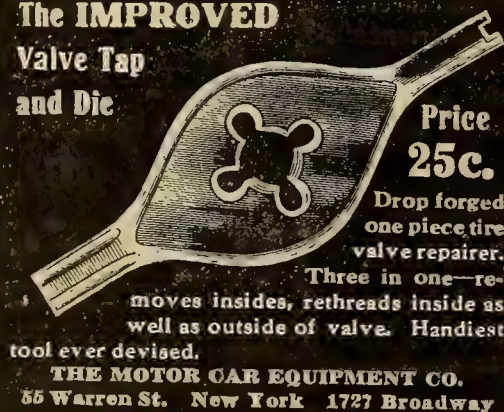
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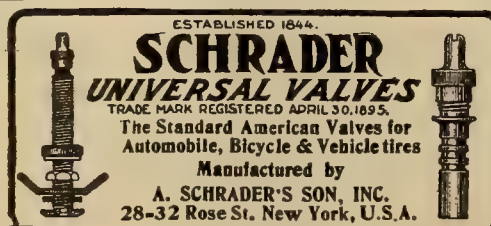
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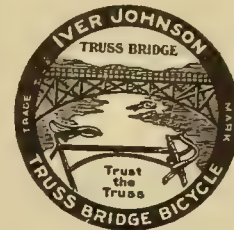
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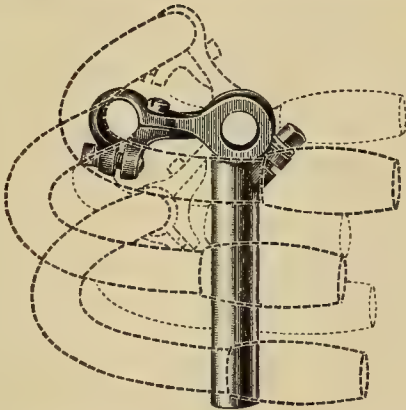
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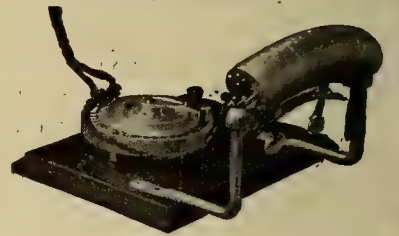
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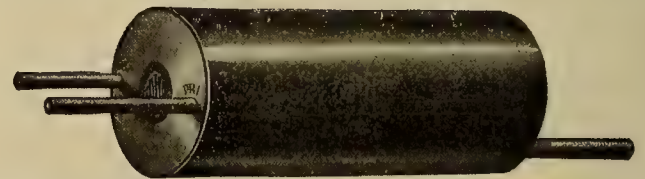
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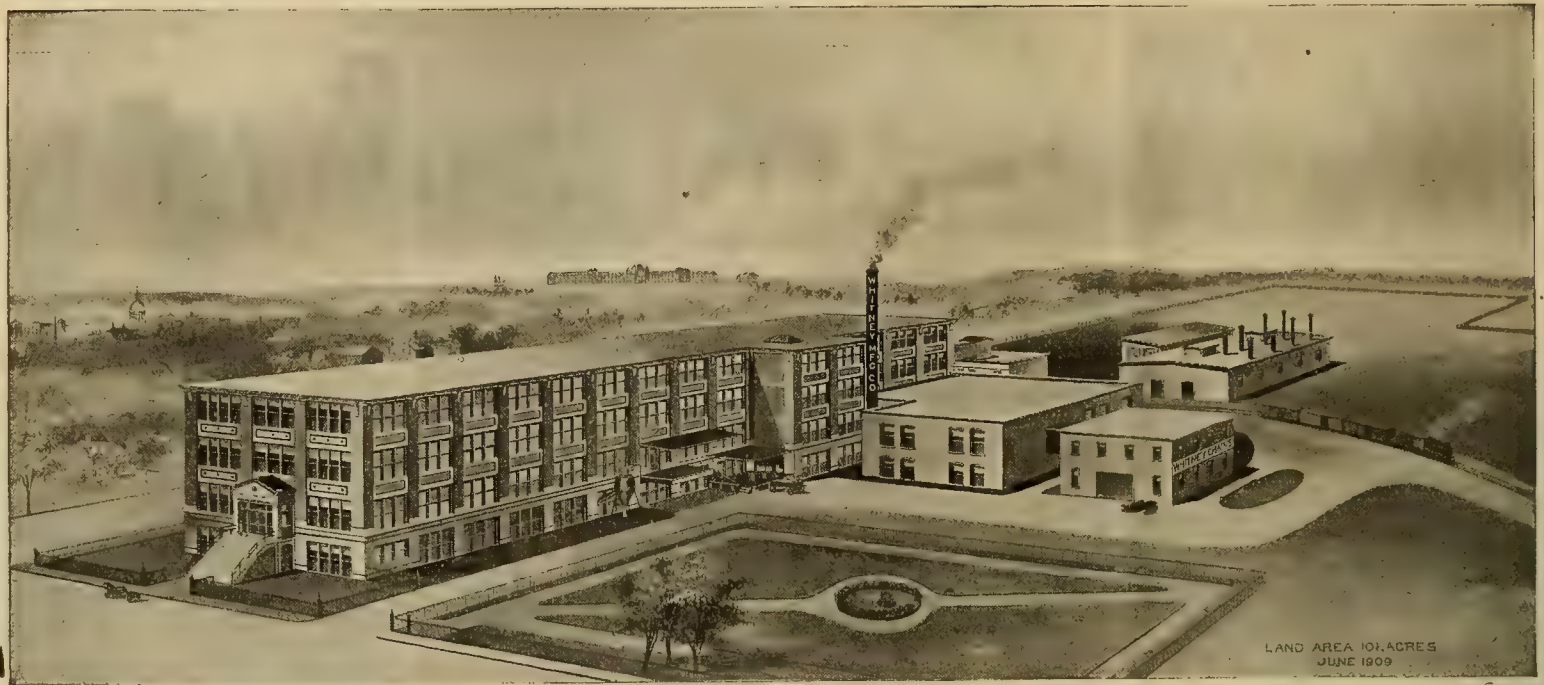


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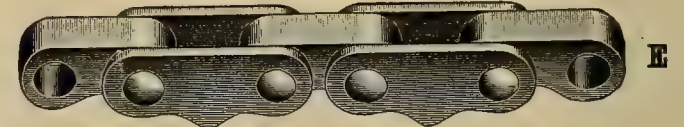
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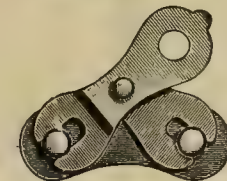
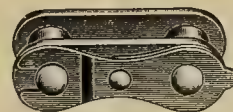


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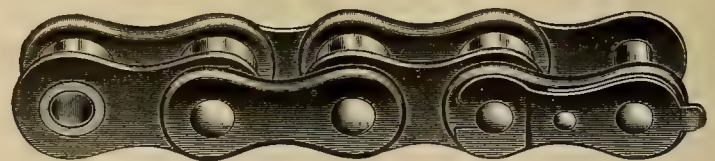
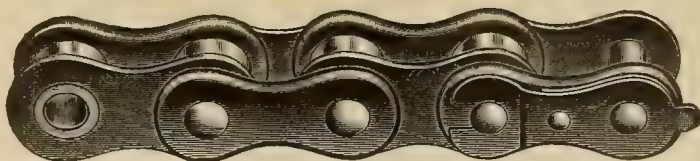


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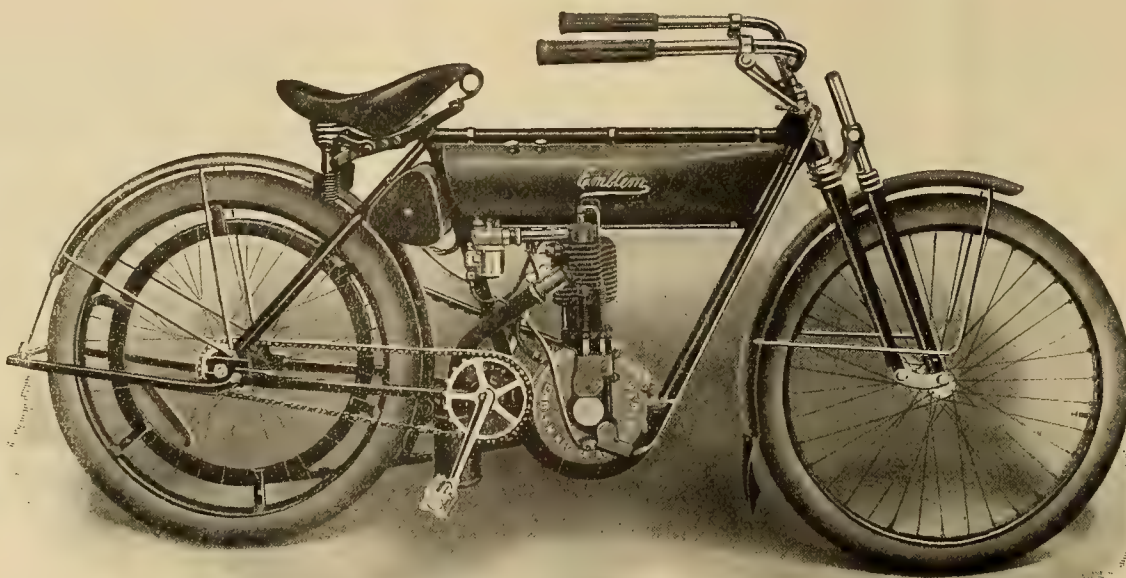
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Single Cylinder

4 Horsepower
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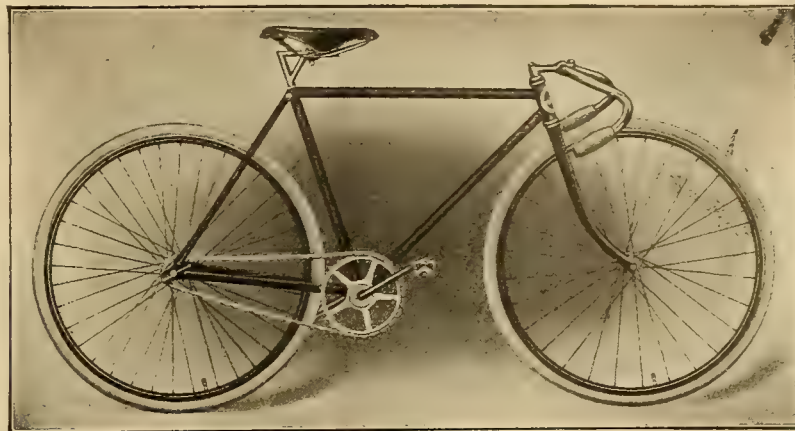


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THE 1910 Columbia Racer, is a splendid new machine, built especially for track and road racing along lines laid down by the most famous racing men in the country. It is NOT a regular roadster converted into a racer, but a distinctly new model designed from the ground up for racing. It is fitted with the Columbia Two-Piece Hanger, which for simplicity, ease of running, perfect adjustment and accessibility, is the finest hanger made.

The Pope Daily Service, specially constructed throughout for heavy work, will be used in great numbers by telegraph and telephone linemen, policemen, mail carriers and by merchants for general delivery purposes. Workingmen and others using a wheel every day, find this the most serviceable machine made.

To Dealers: Here are two money-makers. Both of them will open up for you new avenues of trade if you take advantage of the opportunity. There was more racing in 1909 than for years. The more of it there is in your locality in 1910, the greater will be the demand not only for racing machines but for roadsters. As to the Pope Daily Service here is a big field. The army of men who use their machines to ride to and from work will not hesitate to pick out this machine in preference to others.



POPE DAILY SERVICE. PRICE, \$40.

**Write us today for dealers
prices and catalog.**

Handsome 1910 catalog
now on the press.

**The Pope
Manufacturing Company**
HARTFORD, CONN.

This is what a Lieutenant in the U. S. Army thinks about

MORGAN & WRIGHT BUTT END MOTORCYCLE TUBES

Fort D. A. Russell, Wyo., October 12th.

That Butt End Motorcycle Tube I purchased from you while in Chicago was most satisfactory. I have used it on motorcycle trips for over 2,000 miles, and find that it saves me much time, labor and worry. I would not have a tire on a machine belonging to me equipped with any other kind of inner tube.

You may show this letter to any doubters who may apply.

O. H. SAMPSON,
1st Lieut. 11 Infantry, U. S. Army.

P. S.—The statement that Morgan & Wright Tires are good tires is true.

Riders who try them, all bring in the same verdict. "Fine. I wouldn't ride without them."

Our sales for the past few months seem to indicate that motorcyclists all over the country are stampeding to this style of tube. Price same as for endless style.

"They'll all be using 'em soon."

MORGAN & WRIGHT, Detroit

PITTSFIELD MOTORCYCLE COILS

for single or twin cylinder—flat or conical ends

PITTSFIELD

To take the coil out of the "uncertain" part of the equipment, make it a "Pittsfield."

All the jars, jolts and tough usage in hard service are provided for in the sturdy construction, and electrically every "Pittsfield" will not only deliver a working spark on the faintest trace of primary current but will stand unusual overload of current without breaking down or short-circuiting.

In writing for prices, tell us what you require.

PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

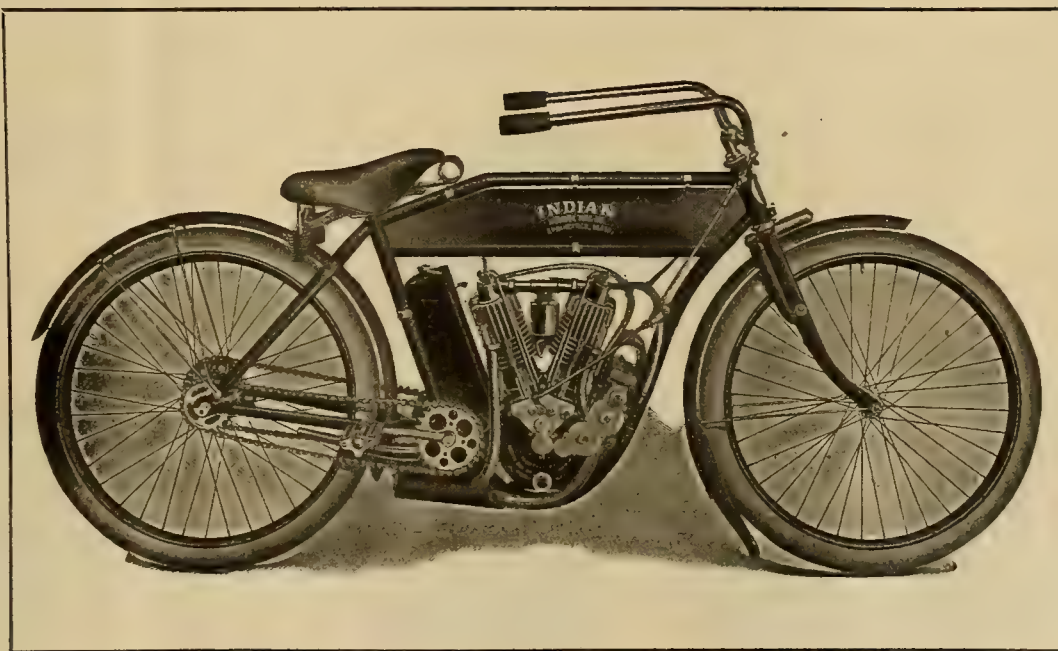
SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

You Can Gear
THE INDIAN

down to any speed you require—and
gain power at the same time. But
you can't gear up on the so-called
"road" machines and keep them going.

BUY A MOTORCYCLE—NOT A TOY

Better on the
Road than on
the Track



You RIDE Up
Hill, You Don't
Push

Hendee Manufacturing Company

Member Motoreycle Manufacturers' Association.

SPRINGFIELD, MASS.

CHICAGO BRANCH—1251 Michigan Avenue.

Night's Curtain Draws Aside
When Touched By

Prest-O-Lite



THE motorcyclist is fast learning what the automobilist learned years ago.

A poor light is both a nuisance and a standing invitation to accident, danger and expense.

Prest-O-Lite is not expensive. And it has a big insurance value.

The light is unwavering, reliable. The flame neither flares up nor dies down, no matter how many the bumps. The cleanliness and convenience are your clear gain. Simply turn the gas off and on, like a gas jet.

The Prest-O-Lite Motorcycle Gas Tank is 12 inches long and 4 inches diameter. Weighs 7 pounds. Holds 10 ft. of gas—40 hours of light.

Price, \$10. FULL TANK (In exchange for empty) 60c.

Thirty-day trial plan. See your dealer, or write us.

THE PREST-O-LITE CO. 245 E. South Street
Indianapolis, Ind.

Branches at New York, Boston, Philadelphia, San Francisco
and Cleveland. 3,000 Exchange Agents

*This tank can also be used on automobiles
as a reserve supply, carried in the tool box.*

Pedals

Toe Clips



Spark Plugs

**The Hall Mark of all good bicycles.
It's stamped on every spoke.**

**THE
STANDARD CO.**
Torrington, Conn.

Coaster Brake WARNING!

We hereby warn all MANUFACTURERS, JOBBERS, DEALERS and THE PUBLIC AT LARGE that it is absolutely essential for the good and welfare of the general public that all motorcycles be equipped with *Thor* COASTER BRAKES. We warn you to take heed to avoid an accident to body and machine. This is strong talk and here are the facts to back it up: We are the only coaster brake manufacturers who have had an opportunity to properly design a motorcycle brake, due to the fact that we have for nine years designed and built every part of a motorcycle, therefore we are in the best position to know the requirements to offset the terrific strain placed upon a coaster brake by the rider.

If a band brake was the best you can just bet your agates that we would make and adopt such, but you will notice that there are no band brakes on our motorcycle. We call your attention to the simple and positive manner in which we distribute the braking strain, by using a number of metal disks in the same manner as is used in an automobile disk clutch, thus preventing the action from being harsh or sudden and eliminating friction on its coasting qualities. It is essential that a motorcycle coaster brake should have a properly designed arm to retain it and have it perform its functions properly and safely, due to the fact that invariably axle nuts loosen up and without the proper arrangements the rider courts danger. Manufacturers who have considered wisely have adopted the *Thor* brake for 1910. Wise dealers demand it; and the knowing motorcyclist will have no other. Therefore take warning and be right.

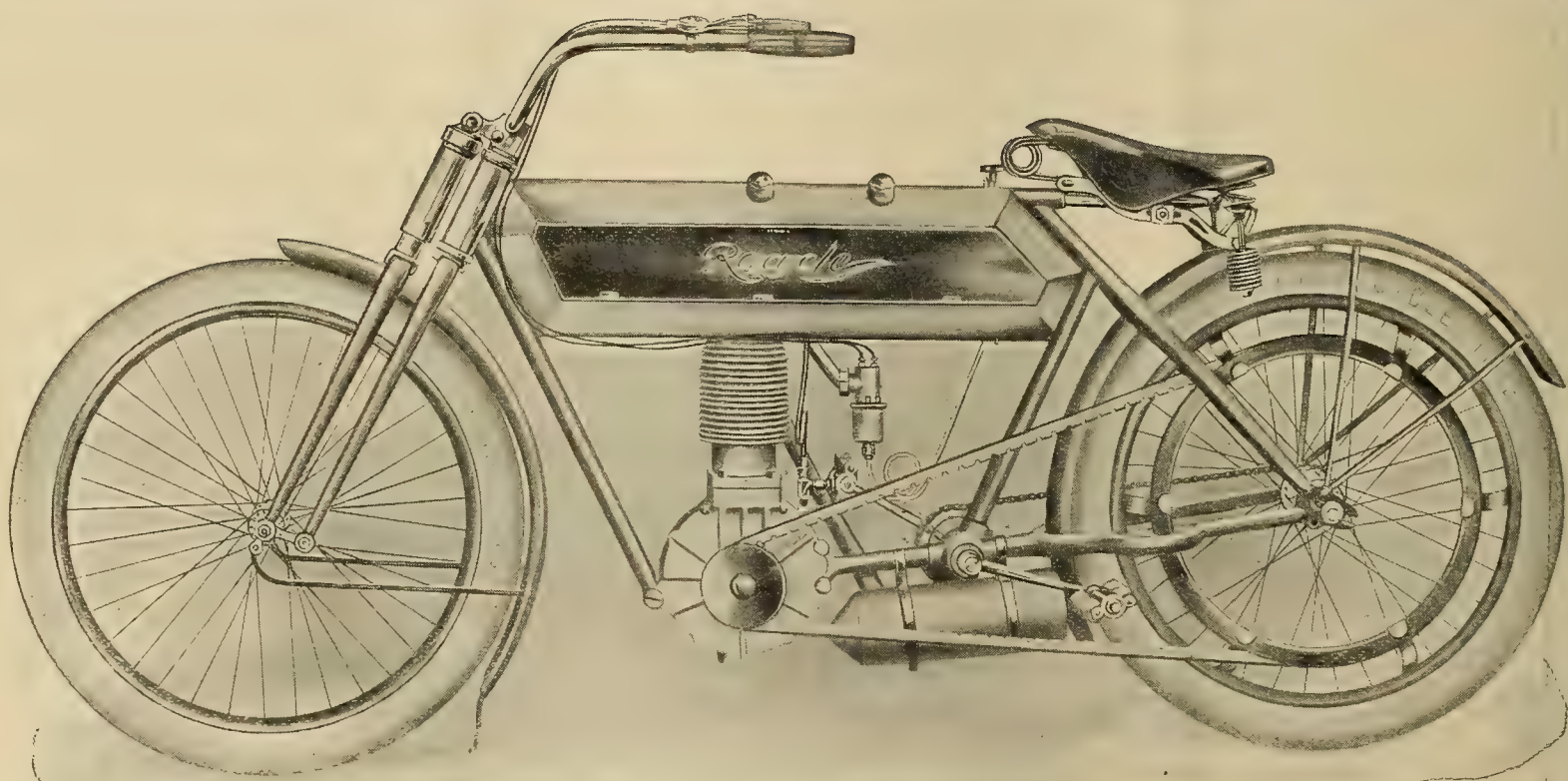
AURORA AUTOMATIC MACHINERY CO.

Thor Building

Licensed Coaster Brake
Manufacturers

Chicago, Ill.

HERE IT IS!
The 1910
Racycle Motorcycle



The Motorcycle That IS a Motorcycle

Note the Beautiful Lines of the Frame!
Note the Comfortable Riding Position!
Note the Low Frame Construction!

Four Horsepower Engine
Emergency Gasoline Tank

Imported English Carburettor
Improved Musselman Coaster Brake

Write for full particulars and agency proposition. Closing agencies everywhere every day

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, October 30, 1909.

No. 5

20TH CENTURY MAKE A NEW START

Freed From Its Troubles, It Elects New Officers and Ousts All Save Cycle Lamps—Crary Retires.

Having settled with its creditors and freed itself from legal entanglements, the 20th Century Mfg. Co., New York, has undergone semi-reorganization and is again firmly on its feet.

W. P. Crary, the former president, has retired from the company and no longer has any interest in it. Its new head is George B. Wilson, who previously assisted in financing the company, but who took no active part in its affairs. Graham L. Wilson is treasurer, and J. N. Quackenbush secretary and general manager. Quackenbush has been identified with the 20th Century company for 14 years and knows the lamp business from A to Z. Under his management the reorganized company again will devote itself wholly to the manufacture of bicycle and motorcycle lamps, on which it made its reputation and earned snug profits. They served to keep the business going while ventures into other realms were inviting disaster.

It is no secret that when the 20th Century company dipped into the production of automobile lamps its fingers were burned and when later it sought to develop a house lighting system, the burns reached clear up to its neck and exhausted its resources. Financial embarrassment followed, but as this now has been overcome and as the drains have been closed, that large measure of prosperity which the company enjoyed for so many years, again is in prospect. The business is being continued at the old address, 19 Warren street, New York, a varied line of both oil and gas lamps being carried.

Bosch Opens in San Francisco.

The Bosch Magneto Co., of New York, has established a branch in San Francisco,

at 537 Van Ness avenue, under the management of B. F. Brinkman. In addition to carrying a full stock of Bosch magnetos and parts thereof, a corps of electrical experts will be maintained at the branch for consultation on magneto and other ignition matters.

More Money and Room for Pfanstiehl.

For the purpose of enlarging its plant in North Chicago, Ill., the Pfanstiehl Electrical Laboratory has increased its capital stock to \$50,000. The enlargement naturally will permit of an increased output of the Pfanstiehl coils and further the production of the new Pfanstiehl magneto which is being made ready for the market.

Pope Estate Amounts to \$826,712.77.

First and final accounting of the estate of the late Col. Albert A. Pope has been filed by Robert L. Winkley, conservator of the property, and has been allowed by Judge Flinn, of the Norfolk probate court, at Dedham, Mass. The total amount of the estate, as given in the accounting, is \$826,712.77.

Pierce to Produce Single Cylinders.

As a running mate for its four cylinder motorcycle, the Pierce Cycle Co., Buffalo, N. Y., have nearly ready for the market a single cylinder model employing a motor of the long stroke type, its dimensions being $3\frac{3}{4}$ by 4 inches. The newcomer will employ belt transmission.

Holland Buys Tuckey's Business.

George A. Tuckey, who handled bicycles and motorcycles at 585 Main street, Springfield, Mass., has retired from the business. His stock has been purchased by Henry J. Holland, of Lynn.

Topeka Dealer Takes a Partner.

D. B. Simpson, proprietor of the Central Cycle & Supply Co., Topeka, Kan., has admitted F. M. Welton, of that city, to partnership. Welton will take an active part in the conduct of the business.

CROWDED OUT OF CHICAGO SHOW

Eight Motorcycle Manufacturers Fail to Secure Space—Size of the Motorcycle Section Also is Reduced.

In some respects the motorcycle section of the forthcoming Chicago show, February 5 to 12, will be almost as notable for its absentees as for those who will be represented. Due partly to the misunderstanding which existed in the ranks of the Motorcycle Manufacturers Association and partly to the increased demand for space by the Motor and Accessory Manufacturers, Inc., no less than eight motorcycle manufacturers have been unable to obtain space, which means that they have been crowded out and must resort to private and independent displays if they would exhibit their goods during show week.

The space was allotted early this week, priority of allotment being governed by the dates applications were filed. Those who obtained locations are as follows: Hendee Mfg. Co., Excelsior Supply Co., Merkel-Light Motor Co., Harley-Davidson Motor Co., Pierce Cycle Co., Greyhound Motor Works, Consolidated Mfg. Co., Reading Standard Co., American Motor Co., Hornecker Mfg. Co., New Era Gas Engine Co., and Thiem Mfg. Co.

The unfortunates who applied for space and failed to get it were: Aurora Automatic Machinery Co., N. S. U. Motor Co., Armac Motor Co., Herring-Curtiss Co., Emblem Mfg. Co., Miami Cycle & Mfg. Co., Minneapolis Motorcycle Co., Wagner Motor Co., Bicycling World and Motorcycle Review and Motorcycle Illustrated.

Not all of those who were allotted space, however, obtained all that they asked for. The demands of the Motor and Accessory Manufacturers were so great that they were given the cross-sections at the head and foot of the Coliseum Annex, which on the occasion of the last show were occupied by motorcycle exhibitors, and who with

two exceptions will be confined to the long section abutting the wall of the Annex where previously most of them were located; the two exceptions will be located in small corner spaces removed from the other motorcycle section itself.

There is a possibility that if not all of the Motor and Accessory Manufacturers accept their locations, one or more of the motorcycle applicants who were "left in the cold" yet may be taken care of, but the possibility is an exceedingly remote one. To provide for the overflow—for a number of automobile and accessory manufacturers were crowded out—the management of the Chicago show is contemplating the lease of the old Tattersalls—now the Seventh Regiment armory—which two years ago was given over to exhibits of commercial vehicles. This building is situated about two blocks from the Coliseum on a dark and forbidding street and when last it was employed for show purposes, it was visited by comparatively few of the thousands who visited the Coliseum. At that time, the gloom of the "overflow" exhibitors was thick enough to be cut with a knife.

British Parts Makers Prosperous.

Congratulating itself on being able to pay a 5 per cent. preferred dividend and 10 per cent. ordinary dividend for 1909 despite the general trade depression which has affected most British manufacturing concerns during the past year, the Birmingham Small Arms Co., Ltd., the largest of England's cycle parts or "components" makers, shows a substantial profit, which though not as great as last year is much bigger than in 1907. In addition to cycle parts, the company also produces fire-arms, small tools and other specialties, but during the coming year it will go into the cycle business more deeply than ever, by making complete bicycles for the first time, as well as parts. The company has a total capital of \$3,600,000 and its net profits for the year, after all deductions and writing-off, amount to \$420,430, as against \$494,185 in 1908, and \$401,260 in 1907. The tangible assets greatly exceed the total capital, being \$4,479,890 in all, exclusive of patents and good will, which are not listed as assets.

Hartford's Increase Applied to List Price.

It develops that the statement that the Hartford Rubber Works Co. had not increased the list prices of their tires, but had shortened the trade discounts 10 per cent., was a transposition of facts. The 10 per cent. increase applies to the retail prices, as was the case with practically all other tires on the market.

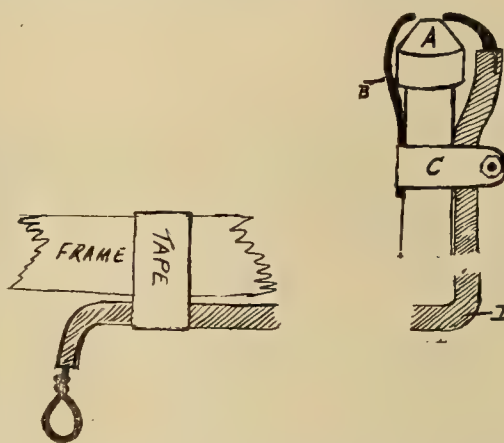
Hartford Rubber Works to Enlarge.

The Hartford Rubber Works Co., of Hartford, Conn., has awarded the contract for an addition to its plant. The building is to be 197x28 feet, one story high and of brick construction.

TO AUTOMATICALLY LIGHT LAMPS

How Magneto or Battery May be Made Serve the Purpose—Simple Device Easily Contrived.

Although electrical gas lighters long have been known and used for igniting the gas lights in dwellings, it is rather surprising that the same principle has not become more familiar in connection with the use of gas lamps on motorcycles. It is true that devices of the sort have been designed for use especially with the big headlights such as are mounted on automobiles, but so far as is known, a similar arrangement, whereby merely pressing a button suffices to light the headlight is not on the market in shape suitable for the purposes of the



power propelled bicycle. That a device of the sort is available, however, has been demonstrated by P. R. Brehmer, a motorcyclist of Zanesville, O., and one so simple that it may be installed in a few minutes with ordinary tools and materials. Of course, where it is desirable, the system may be elaborated to any desired degree by using special fittings of a more permanent nature, but the device evolved by Mr. Brehmer, which is here illustrated, calls for materials that usually are close at hand.

By means of a small metallic clamp, C, to which a short length of bare copper wire has been soldered, the insulated wire, D, is affixed to the burner, A. The wire, D, is of 18 or 20 gauge, copper, preferably of the sort known to telephone men as flame proof wire. It is led up through a 3-16 inch hole in the bottom of the lamp, and its upper end is scraped bare of insulation for about a quarter of an inch so that the point can be bent over toward the point of the other wire, leaving a gap of perhaps $\frac{1}{8}$ inch between the ends and just over the tip of the burner. The other end of the wire, D, is carried back along the top tube and taped in place, while in the simplest arrangement, which is shown in the illustration, its extremity is bared, and twisted up in a closed loop. The clamp, by the way, may be made of a strip of sheet copper, secured by a screw taken from the terminal of an old battery.

In order to light the lamp by electricity,

it is only necessary to detach the spark wire from the plug and hold it against the loop in the special ignition wire, while the primary circuit is closed temporarily by bridging across between the vibrator adjusting screw and the crank case with a knife or screwdriver blade, or by turning the engine over until contact is made and broken automatically. With the magneto, of course, it is necessary to hook the plug wire onto the little loop in the lighting wire, and then pedal the machine on the stand in order to get a spark. Should the plug wire be too short to reach, to the handle bar, in the case of a twin both cables can be connected.

After installing the system in the way described, it will be found necessary to do a little experimenting in order to get just the right position of the points for a good spark and to light the gas every time, without causing the points of the wires to be burned by the flame after it is lighted. The most advantageous point usually is found to be about 1-16 inch to one side of the burner. For a more elaborate arrangement in which it would be possible to light the headlight while riding, of course it would be necessary to provide a separate wire leading from the spark coil or magneto to the burner and connected with a knife switch. So much trouble would result from careless fitting, however, that this refinement is inadvisable, save where the best of material and shop facilities are available.

Badger Secures Another Drawback.

In accordance with its custom of allowing rebates, or drawbacks as they are called, upon exported manufactures containing materials which have been brought into this country from abroad, the United States Treasury Department has conceded an extra allowance to the Badger Brass Manufacturing Co., Kenosha, Wis., to cover acetylene bicycle lamps in which imported jewels and lenses are used. This is in addition to a former drawback which was extended to cover the use of imported tips and tip holders. The number of imported jewels and lenses which may be taken as the basis for allowing the drawback may equal the number consumed, provided it does not exceed two jewels and one double convex lense for each lamp exported.

Boston Re-locates Its Motorcycle Section.

At the exhibition next March, the motorcycle section of the Boston show for the first time will not be located in the basement of the building. It is to be transferred to Talbot Hall, one of the numerous upstairs "halls," which are included in the Mechanics building.

Jobbers Association Admits New Member.

The National Association of Bicycle Jobbers has admitted the Syracuse Saddlery Co., Syracuse, N. Y., to membership. The announcement to this effect is made by Secretary Willis of the jobbers' organization.

CUTTING LOOSE FROM TRADITION

Bicar Attracts Two New British Converts
—Odd Looking Mounts that Possess
Many Automobile Features.

Finding that many of the massive tri-cars, which at one time threatened to become popular in England, had a decided tendency to run on two wheels most of the time, more than one of the residents of that tight little isle has come to the conclusion that the "bicar" is its logical successor. Consequently, though the use of two wheeled machines fitted with plow seats, running boards and levers galore is not increasing numerically to a remarkable degree, a very appreciable number of new models continue to appear, each new-comer, presumably marking the conversion of one more enthusiast from the three-wheeled vehicle to that which has but two, the converts in most cases preferring the mechanical complexities of the automobile and a good proportion of its weight as well, to the trim simplicity of the true motorcycle. Two of the very latest additions to the National roster of cycle curios, which have just been enrolled are no exceptions to the rule.

In one, which has been produced by a firm long known for its success in the manufacture of swords and bayonets, a four-cylinder motor of 7 horsepower, three-speed gear box, arranged exactly as in automobile practice, broad running boards with an inclined toe board in front on either side, and a springless bucket seat with high back, are the most striking characteristics. The frame is an elongated parallelogram, the front end of which is attached to the head by two diagonal tubes. The rear end is suspended by two pairs of flat leaf springs, one pair above and one below the axle so that considerable vertical play is permitted the frame. The transmission is by bevel gears and driving shaft, the latter being fitted with universal joint connections.

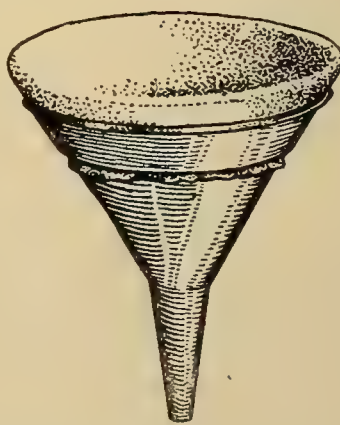
The second of the two machines possesses the peculiar merit of being equipped to turn a very sharp corner to the left, while in turning to the right it requires considerable room, which is to say, that in order to negotiate a successful turn to the right on a narrow road, either the whole of the highway must be occupied or else a dismount will be required. This eccentricity is due to the fact that the mount is entirely free from the usual front fork—a device which its builder evidently feels reason to distrust. Instead of a fork, the lower tube of the frame is brought forward on one side only, and a pivot knuckle is pinned to it from which the axle protrudes. The all-essential lower tube is crooked out like a sickle, in order to permit the front wheel to deflect to the right at all.

The bottom tube, as a matter of fact, is about all there is to the frame. It runs

straight back to the rear axle, which is propped out to one side of it, while whatever supports and bracing are necessary to mount the single cylinder motor and carry the low seat, is built up on top of it. A short dummy head is fitted just in front of the engine, with handle bars mounted on it, as in a regular motor bicycle. The saddle is placed well to the rear over the hind wheel, and such extras as running boards being dispensed with, the simplest kind of stirrup foot rests are provided.

Constructing a Straining Funnel.

Straining the gasoline before it is put into the tank is a recognized necessity, but it is not so generally known that a funnel which will work fully as well as the special kinds which are made for the purpose, may be constructed by anyone at a cost of a few cents. All that is necessary, as is explained



by Riley Lucas, in Popular Mechanics, is to buy two plain tin funnels, of 5 or 6 inch size, and a piece of chamois leather about 9 or 10 inches square. One of the funnels should be cut off about 2 inches from the top, the upper part being used as a band to go around the outside of the other to hold the leather in place. The chamois should be trimmed all around and stretched over the top of the complete funnel. As shown by the accompanying illustration, the conical ring cut from the other funnel is then slipped up over the outside of the leather to hold it in place, the center of the leather being pushed down slightly to make it more secure and also to cause it to sag down sufficiently to hold the gasoline as it flows through. The device is then ready for use.

New Spring Mounted Fork.

Rather a novel idea in spring fork construction has just been developed abroad in which the entire cushioning effect is derived from the method of mounting the tips. The forks, down to the tips, are of ordinary construction, but the tips are independent and are so arranged that they can slide back and forth in the fork sides through a very short range. Pins are provided to keep them from rotating and to preserve their alignment, while the resilient effect is secured by the use of tightly wound involute springs, which are of flat steel stock tightly wrapped around the lower ends of the forks and so arranged as to support the tips slightly below their ends.

COL. DODGE PASSES AWAY ABROAD

Was Head of Single Tube Tire Company
and Part Owner of Tillinghast Patent
—Famous as Historian.

Brief cablegrams from Paris report the death at Versailles on Tuesday last, 26th inst., of Col. Theodore Ayrault Dodge. Although most widely known as a military historian of distinction, Col. Dodge played no small part in the pneumatic tire industry, first as president of the Boston Woven Hose & Rubber Co., and later as the creator and head of the Single Tube Automobile & Bicycle Tire Co., which was built around the Tillinghast patent controlling the tire of the type indicated by the title of the company. Col. Dodge owned a one-third interest in the patent and when he retired from the Boston Woven Hose & Rubber Co. he joined with the late Col. Albert A. Pope, who also owned an interest in it, in bringing the tire trade to a recognition of its importance. Col. Dodge, who, despite a long career in the army and later in industrial pursuits, lost none of the culture and polish which were his by nature, and it was his tact and gentle leading that brought the various tire manufacturers harmoniously together, and led to the formation of the Single Tube company, to which they all paid tribute in the form of royalty. One of his steps in promoting harmony was the organization of the first tire association that ever existed, which usually met at the festal board presided over by the cultured Colonel. At the time of his death, he still retained his share in the Tillinghast patent, the Pope interest having passed to the American Bicycle Co., when the Pope Mfg. Co. and Hartford Rubber Works Co. joined that unlamented and short lived trust, and later to the Rubber Goods Mfg. Co., which now owns it.

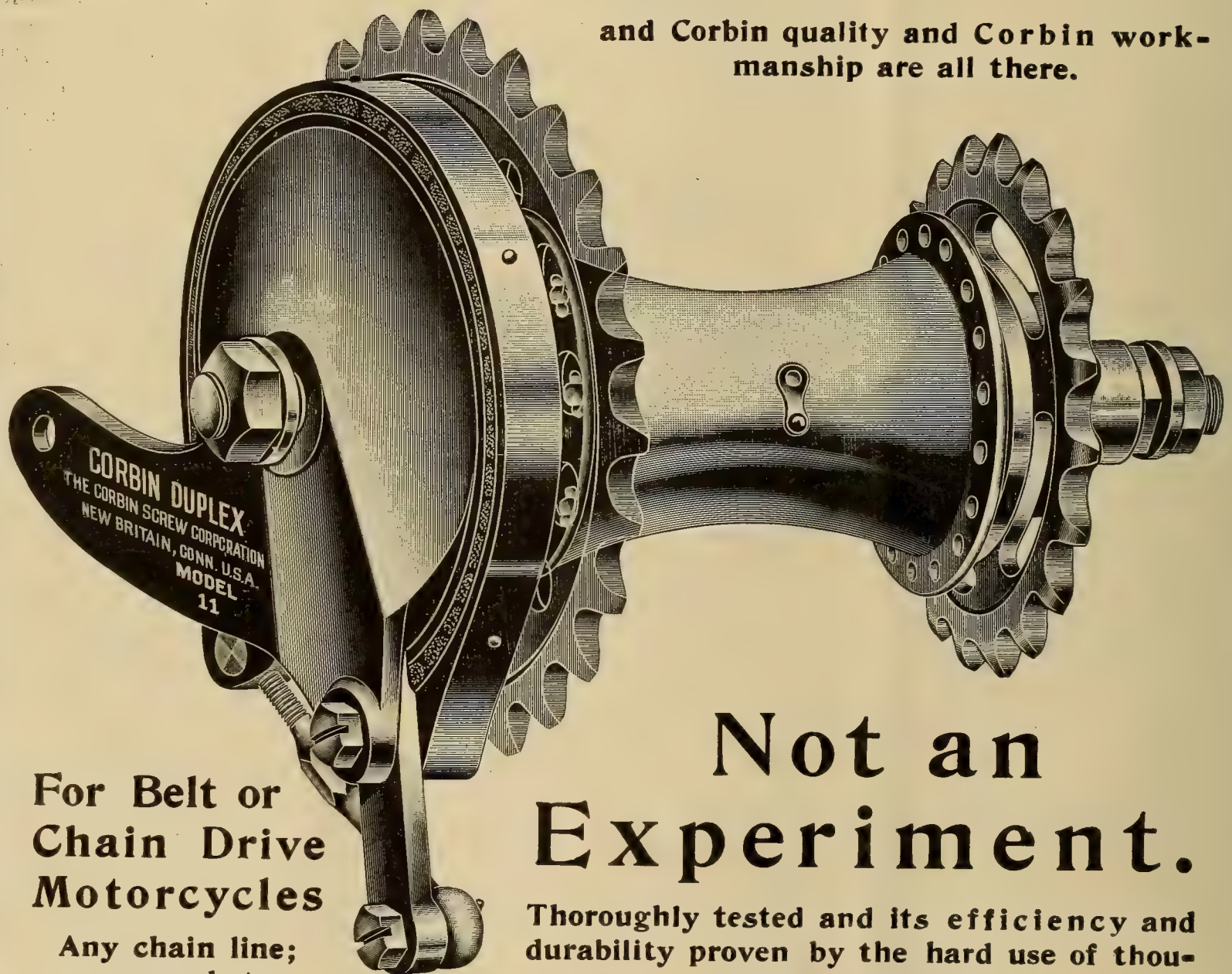
By nature Col. Dodge was a scholarly and literary man, and after the Single Tube company was formed he gave free rein to his bent. The affairs of that company were not of an onerous character and much of his writing was done in its office. Of late years, however, most of his time was spent abroad. Among his works are "A Bird's-Eye View of the Civil War," "A Chat in the Saddle," and a series of military histories.

Col. Dodge was born at Pittsfield, Mass., in 1842. He received a military education in Berlin and was graduated at the London University in 1861. Returning to this country, he entered the volunteer army as a lieutenant and served with distinction throughout the Civil War. He was thrice wounded, the last time at Gettysburg, where he lost his right leg and was captured. He was mustered out as a major and later entered the regular service, retiring as a captain in 1870. He received the brevet of colonel for his war services.

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we now can supply that, too.

It's a Corbin

and Corbin quality and Corbin work-
 manship are all there.



For Belt or
 Chain Drive
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Any chain line;
 any sprocket.

Not an
 Experiment.

Thoroughly tested and its efficiency and
 durability proven by the hard use of thou-
 sands of riders.

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CORBIN SCREW CORPORATION, NEW BRITAIN
 CONN., U. S. A

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

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NEW YORK, OCTOBER 30, 1909.

About the Pope Memorial.

The fund for the Pope memorial now has obtained sizeable proportions, but there still are missing from the list of subscribers not a few names that should be there. The "old guard" of cycling is too slimly represented, there are many in the trade, both manufacturing and retail, who of right should be heard from, and the clubs have not displayed that spirit which was expected of them. The erection of the memorial is assured, but the desire exists that it shall be in every way worthy of the man and the great work it is designed to perpetuate, and as one of the subscribers to the fund aptly said, every man should be proud to have his name on the list.

The idea does not prevail that the memorial shall take the shape of a monument of the late Col. Albert A. Pope, as the word is generally understood. Rather will it probably be a memorial that will be of practical form—one that will be of use for all time, as the bicycle itself will be useful for all time. The movement for the erection of the memorial was undertaken in a broad spirit. The same spirit calls for open-handedness on the part of all who have to do with cycling, whether rider, club, dealer, jobber or manufacturer. It is a movement in which they all can afford to join. If they

cannot give much, they should give little. None should be so poor or so narrow as not to do reverence to the Pope memory.

Col. Pope gave freely to their cause—it was to his giving that the cause—to so term it—obtained existence, and that they are engaged in it. It was a world-moving cause—a cause that made the world bigger, better and brighter. Col. Pope gave himself and his means at a time when the world looked askant and success seemed vague and ill defined. His faith was sublime. Without him there may have been a cycling world and a cycling industry, but he it was, and he alone, who turned a large question into a mighty fact. In doing so, his spirit was as broad as out of doors and his love for the bicycle spoken in every breath. That vigorous response of his when his free-handedness once was attributed to a selfish desire to promote the interests of his own Columbia bicycles, deserves to live.

"Columbias?" he retorted. "I'm not thinking of Columbias. It is bicycles, not Columbias, I'm thinking of."

The same spirit should actuate subscriptions to the fund designed to honor his memory and his work. France erected a monument to Michaux, England erected one to Starley, America will erect a memorial to Col. Pope, and whatever form it may assume it will be not less a monument to the bicycle, for with it his name will be associated forever and aye.

Good Rules Going to Waste.

If the sport of cycle racing is to thrive and endure, its state of health depends on the development of new blood and the encouragement of the private owner.

Ostensibly the desire to encourage the private owner was at the bottom of the demand for some of the recent changes in the F. A. M. rules, and was directly responsible for the specific institution of the so-called private owners' class. The fact that the mere creation of that class would not serve the intended purpose unless promoters were required to program events for the members of it was pointed out in time and the F. A. M. duly incorporated such a provision in the new rules. It is as true that the only way, or practically the only way to develop new blood is by the running of novice races—events for men who never have won a prize—and this requirement also was included in the rules.

These requirements now are in effect, but despite the fact and despite the far-

reaching ends to be attained and the direct bearing these particular rules have on the growth and future welfare of the sport, no effort is being made to enforce them. Apparently sanctions are issued for any manner of program and the violation of the rules are being either encouraged or winked at by those in authority. As a result, the same conditions that existed before the new rules were adopted still exist, and a comparatively few men in the several parts of the country are able to scoop practically everything. Events for private owners are fewest at the meets held under the very nose of the chairman of the competition committee, while the novice race, which is such a great incentive to new riders, is even rarer. The open race, in which victory for the trade rider practically is assured, is still the rule. This probably always will be the case, but with a novice race, one or more races for private owners, and an event for non-winners, there is encouragement held out to new men and to defeated ones.

In such events for private owners as have been held, little or no effort has been made to enforce either the spirit or letter of the rule—that each rider in such races actually shall own the machines he uses and no other. The penalty imposed for violation is a stern one. But according to reports, violation of the rule has not been rare, even within the shadow of New York. Failure rigidly to enforce it is another good way to wet blanket the sport, and the lack of enforcement appears to be due to the fact that it is no one's business to compare the machines used with the numbers given in entry blanks or to check and inspect the machines in each and every event for which they are brought to the tape. It should be the duty of the clerk of the course to do so and if a square deal is to be accorded to all, the referee should insist that it be done.

In detecting the "false from the true," a referee cannot take too much for granted or be too artless or unsuspecting; for the desire to "beat the rules" is almost as old as Adam. How thoroughly artless some officials can be was well illustrated one day this summer when immediately after a race for private owners, the manufacturer of the brand new, high speed machine ridden by one of the "private owners," actually signed a protest and paid the protest fee in behalf of the "simon pure" rider. Yet the guileless referee failed to smell a fault or to institute an investigation even when the evidence was placed in his hands.

CORRESPONDENCE

Causes of Missing and Backfiring.

Editor of the Bicycling World:

I have an R-S motorcycle which is giving me considerable trouble which I am unable to remedy, and trust that you can give me some assistance. When the spark is advanced more than one-third of its range, the engine commences to miss and slow, and backfire, and also fires through the carburetter, but when the throttle is opened the trouble ceases. What is the cause of such difficulties?

J. N., Linton, Ind.

[While the missing when the spark is advanced would seem to indicate weak batteries, the fact that it ceases as the speed increases upsets this theory, and the trouble evidently lies elsewhere. Backfiring in the carburetter is one of the first symptoms of a weak inlet spring, and a new one probably will improve matters considerably. The main trouble appears to be that you are not getting enough gasoline at low speed, when the suction is weak, for as the throttle is opened the suction increases and sufficient fuel is drawn in to fire regularly. See that the gasoline flows freely through all the passages, that there are no small particles of dirt floating around in the carburetter, and that the spray nozzle is clear.]

How the N. C. A. Hurts the Sport.

Editor of the Bicycling World:

Will you kindly permit me to renew my previous expressions of pleasure as a subscriber to your paper, and especially at the earnest and persistent efforts you have made to establish a high ethical standard in this branch of sport.

I have especial satisfaction in your leading editorial under date of October 9th. It seems to me that if the men involved in the N. C. A. have any sort of self-respect, or any lingering regard for the respect of others, they must have felt the keenness of your merited and scathing article. The attitude of these men toward sport has been utterly repugnant to all right-minded men, and it is surprising that they have not enough of intelligent self-interest to see that you are absolutely right. They are committing suicide in their relation to the general public, for I do not remember a season where there has been more well-founded disgust and nausea over the outrageous conduct and decisions in connection with the Vailsburg track. I am sufficiently old-fashioned that I have a reverence for the Sabbath Day, and have never attended one of the races on that day, but on holidays and during the evening races I have been there frequently and it is a shame the things which have been tolerated and apparently approved by the management. The dollars of the public will certainly be withheld and

the sport will die if these outrageous things continue, and it will be difficult even now, to win back the popular favor which has been alienated already.

Your strictures on the "Technical Champion" are none too severe. Kramer has had a well-earned reputation as a high type sportsman, but it has been sadly tarnished by the events of this year. The time was when he would have scorned to take a championship with such a cloud over it and over his own standing as is now the case.

I do not write this for publication, but you are at liberty to use it if you choose.

My chief object in writing is to encourage you to continue your warfare against contemptible and unsportsman-like methods. I appreciate all you have done, and trust you will not be utterly discouraged by the events of last season.

C. T. K., New York City.

To Repair a Punctured Float.

Punctured carburetter floats may be repaired easily enough by dropping a bit of solder over the hole or holes which have caused the difficulty—provided only that proper care is taken to remove from the interior all gasoline which may have found its way inside. Unless this precaution is taken, there is considerable likelihood that the float will become filled with vapor as soon as the heat of the soldering iron is applied to its exterior, with the result that it will be converted into a small but very aggressive bomb. Of the several ways of removing the objectionable fuel and gas, perhaps the handiest is to plunge the float momentarily into boiling water. The heat will volatilize the gasoline, the vapor and some of the air from the float passing out in the form of bubbles. When the cessation of the bubbling indicates that the vapor no longer is emerging from the hole, the float should be quickly removed to prevent the entrance of water, and permitted to dry, which it will do quickly owing to its heated condition. It then may be soldered without fear of injury to the workman. The method is so very old that it may be new to some of the later recruits in the repair field.

When Tank Caps Happen to be Lost.

Occasionally the caps of gasoline or oil tanks become lost, either through being hurriedly and only partly screwed on, or, where the threads are worn or a loose fit, the vibration of the machine sometimes causes the caps to work loose and drop off. In the former case unless the loss is discovered early, considerable fuel is likely to be lost through the opening, and if garages are far apart, the rider may become stranded for want of juice. As a rule tank caps are interchangeable, and if the stopper of the gasoline reservoir should take French leave on the road, and there is not a spare one in the toolbag, which usually is the case, attention should be directed to the oil tank filler plug, to see if it can be used. Should this prove to be the case, it is much

COMING EVENTS

November 6-13, Atlanta, Ga.—Motorcycle section, National Association of Automobile Manufacturers' first southern national show in Auditorium Armory.

November 9-13, Atlanta, Ga.—Motorcycle races on the new motor speedway; open.

November 25, Augusta, Ga.—Augusta Motorcycle Club's Thanksgiving race meet at fair grounds track; open.

December 6-11, New York City—Sixteenth annual six days bicycle race in Madison Square Garden.

January 8-15, New York City—Motorcycle section, Association of Licensed Automobile Manufacturers' tenth annual show in Madison Square Garden.

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

more preferable to transfer it to the gasoline tank, and whittle out a wooden plug, or get a cork from some farmhouse to temporarily plug the oil tank, not forgetting to cut a vent in the temporary stopper, than to use "subterfuges" to prevent the gasoline splashing out. The possibility of losing tank caps will be greatly minimized by fastening a length of light chain to the inner side of the cap, and passing a piece of spring wire through the lower end of the chain, and bending the wire in such shape that it can be compressed to pass through the neck of the tank, and afterwards will expand so that it cannot be withdrawn without using considerable force.

Bolts and Nuts Which Turn Left.

Much unnecessary effort and possibly burred knuckles caused by a slipping wrench, will be avoided in removing carburetter and muffler unions or other nuts about a motorcycle if it is remembered that they turn to the left to loosen. The same advice holds good with bolts and screws, and will save screwdrivers from being twisted or broken and the slots from being "chewed up." Of course there are a few exceptions to this rule, such as the engine sprocket or pulley nut, the compensating sprocket and crank hanger check rings, and the rear wheel motor drive sprocket lock ring, and it is well to bear them in mind.

Borrowing Parts in Emergencies.

Sometimes when a nut or screw drops off on the road, from some important part, and no spare part is in the kit, it is possible to replace it by taking a duplicate from some other and less important part of the machine where it can be spared temporarily, without causing trouble. However, the borrowed part should be replaced at the first opportunity.

KILOMETER RECORD NOW TOPPLES

**Americans' First Trial Results in New Figures—Standing Mile Also Lowered—
Springfield Men Share Honors.**

Although the closing meet at the Springfield (Mass.) Stadium on October 16th was brought to an abrupt termination by rain, and before Charles Gustafson and Charles Spencer had an opportunity to go against the kilometer and mile records, as had been planned, those marks were considerably shattered last Saturday, 23d inst.

Although there exist world's records for both the standing and flying kilometer, made abroad by professionals, there never had been an amateur track record for this distance and it was to establish records for the distance, which is now formally recognized by the F. A. M., that Gustafson and Spencer again "burned up" the three laps saucer track.

The day was damp and therefore not conducive to record-breaking, but Gustafson upon his first trial covered the flying kilometer in 29 seconds. Spencer followed in exactly the same time, after which Gustafson made a second trial in 28 $\frac{3}{4}$ seconds. Spencer determined to better Gustafson's time on his second trial, and he was successful, covering the distance in 28 $\frac{3}{4}$ seconds. The best previous time for a flying kilometer (0.621 miles) was 25 $\frac{3}{4}$ seconds, which, however, is a professional record, having been made by Cissac, at Blackpool, July 27, 1905. The straightaway amateur record is 27 $\frac{1}{4}$ seconds, made by Walter Goerke at Daytona, Fla., March 25, 1909.

Following the flying kilometer trials Spencer and Gustafson both went on the track to establish a standing start record for the same distance, no amateur mark being in existence. Gustafson's first trial was made in 0:40 $\frac{3}{4}$, and his second in 0:39 $\frac{3}{4}$. Spencer's first trial was in 39 $\frac{1}{2}$ and the second in 39 $\frac{1}{2}$ seconds. This did not please Gustafson, who asked for a third trial, in which he covered the distance in 39 seconds flat. Cissac's standing start kilometer professional record is 35 seconds, but this and the other foreign marks were made on freak machines, far exceeding the F. A. M. limit of 61 cubic inches.

The standing mile against time then received the attention of Gustafson and Spencer, the latter being the first to make the trial. The timers caught him in 55 $\frac{1}{4}$, which was equalled by Gustafson a few minutes later. On his second trial Spencer fell back to 57 $\frac{3}{4}$ seconds, and Gustafson to 57 $\frac{1}{2}$ seconds. The best previous amateur performance for a mile from a standing start was made by Fred Huyck at Detroit, October 22d last, when he circled the mile dirt track in 1:03 $\frac{3}{4}$.

Spencer and Gustafson both rode 7 horsepower Indians, with piston displacement of 60.32 cubic inches. The timers were Charles

R. Culver, H. C. Farr, Edward Dumbleton and F. A. Eldred. James Jones started the riders while Herbert A. Githens acted as referee.

Two F. A. M. Committees Appointed.

President Willis has completed the make-up of two of the six national committees of the Federation of American Motorcyclists, viz.: those on membership and competition. The new chairman of the membership committee is E. M. Estabrook, of Bangor, Me., who years ago was conspicuous as an L. A. W. worker and an uncommonly able man with a liking for and proper appreciation of the task with which he has been entrusted. His colleagues are men prominent in the manufacturing trade—George W. Sherman, of Chicago; W. F. Hapgood, Springfield, Mass.; F. B. Hart, Chicago, and W. F. Remppis, Reading, Pa. The competition committee will continue to be presided over by that judicial physician, J. P. Thornley, of New York. He and Stephen McIver, of Riverside, Cal., are the only re-appointees. The new members are F. L. Valiant, of New York; J. S. Patterson, Chicago, and Will Douglass, Louisville, Ky. They all are newspaper men, Patterson and Douglass being recent recruits to the F. A. M., who previously had taken no part in its affairs.

Colver Broke British Record Only.

H. V. Colver did not break the world's two hours motorcycle record when he covered 118 miles 14 yards at the Brooklands track on October 9th, as was originally reported. It was merely the British record that he bettered. The world's record for two hours was made by M. J. Graves, at the Los Angeles (Cal.) Stadium, July 18th last, when he covered 134 miles 880 yards; his time for 100 miles was 1:27:49, which also is the present world's record for the distance.

Curtain to Fall at Newark Sunday.

Rain caused a postponement of the closing meet at the Newark (N. J.) Velodrome Sunday last, as the intermittent showers made the board track too slippery for safety. The curtain to a successful season will be rung down tomorrow (Sunday) the feature event being the middle distance professional championship at 25 miles. Fred West and John Bedell also have been booked for a best two in three heats match. Two amateur events round out the program.

Taylor Back; May Race in Garden.

"Major" Taylor arrived in New York City last Saturday, 23d inst., after a successful season abroad. After landing from the Provence the negro crack immediately left for his home in Worcester, Mass. There is a probability that he will be one of three riders to compete in a match race preliminary to the six days grind, as it is understood that P. T. Powers has made him an offer.

LANG WINS HILLTOWN HANDICAP

Wore Unlucky Number 13, but Surprised Them—Race Was Feature of St. Louis Club Run.

Although it is progressive in every other particular, St. Louis always has been a city in which superstition played a more or less important part—that is, until last Sunday, 24th inst., when the St. Louis Cycling Club held its Hilltown handicap road race.

On that day superstition was banished to the four winds when Harry W. Lang, with 5 minutes handicap, won the race by a length, the distance being about 20 miles. Lang wore upon his back the supposedly unlucky number "13," and for that and other reasons, his club mates rubbed their eyes when they saw him sprint across the line first.

The race was a feature of the run to Hilltown, attended by 46 members of the club, and of the 30 entrants for the race 19 started. The course was very fast, despite the fact that a west breeze was blowing at the time.

As indicated, the surprise of the day turned up in the person of Captain Harry Lang, who started from the 5 minutes mark with Benjamin Feldman. No one imagined that Feldman would be shaken, but Lang dropped him in the first 100 yards. William Martin, who started one minute behind Lang, rode an excellent race and overhauled the latter about 8 miles out. Lang held on and the pair came down the finish stretch neck and neck, Lang winning by a length, while Martin succeeded in taking first time prize and second place.

The others followed in the order given below, Harry Blue, the scratch man, finishing ninth. Blue had started from scratch with Windt, but the latter tired and Blue had to go it alone until he caught Roeder on one minute. Had Blue ridden a bit harder he might have taken first time prize as Martin's time was but two seconds faster. Lindenschmit and Rauscher rode well, finishing third and fourth, respectively. The summary:

	Hdcp. Min.	Time. M. S.
1 Harry W. Lang	5	43:42
2 Wm. Martin	4	42:43
3 Carl Lindenschmit	7	46:20
4 Eugene Rauscher	7	46:32
5 R. Warncke	4	45:42
6 Ben Foldman	5	46:37
7 H. G. Wolzendorf	6	47:57
8 Martin Hohnor	4	46:00
9 Harry Blue	scratch	42:45
10 Otto Roeder	1	43:46
11 W. Parkinson	4	46:49
12 Geo. E. Broinig	6	48:56
13 Luzerne Tidd	12	55:36
14 C. L. Barr	7	50:51
15 Emil Reutner	6	50:27
16 Wm. Sturm	6	52:02

Time Prize Winners.

1 Wm. Martin	4	42:43
2 Harry Blue ..	scratch	42:45
3 Harry G. Lang	5	43:42

POPE FUND PASSES \$1,500 MARK

Subscriptions From Pope Officials and Employees Greatly Swell the Amount—
Other Subscriptions and Tributes.

The Bicycling World's fund for the erection of a memorial to the late Col. Albert A. Pope this week took a big upward jump and now stands at \$1,517.60.

The subscriptions of the officers and employees of the Pope Mfg. Co., which have been in process of collection for several weeks, were turned into the general fund and though still incomplete, the amount already is a handsome one, totaling \$699.60. Of this sum \$373 was contributed by the officials and office employees of the Pope company, and \$326.60 by the employees of the Hartford factory. The office subscriptions were transmitted by H. A. Lienhard, and the check for the factory fund came through Ned Lawrence, the superintendent, who himself has been in the Pope service for more than 30 years. There are still several traveling men to be heard from and when the fund being raised in the Pope company's Westfield factory is completed, the grand total will bear witness that Col. Pope was full of honor and is borne in grateful remembrance by his own people.

E. H. Brandt, one of the original employees of the Hartford Rubber Works Co., when it was a Pope possession, who has given himself so willingly to the memorial project, has added \$15 more to the amount subscribed by those employees who now are scattered to the four winds. The \$15, which brings the total to \$97, was contributed \$10 by J. C. Cole, now vice-president of the Fisk Rubber Co., and \$5 by B. W. Snowman, now with the Diamond Rubber Co.

In the Continental Rubber Works, of Erie, Pa., the tire trade, which so generously has supported the project, is again represented by a substantial subscription. In forwarding a check for \$25, Charles C. Coleman, secretary of the Continental company, writes:

"We regard it as a privilege to in this small way, show our appreciation of the great work that has been accomplished by Colonel Pope, and the great stimulus given by him to the bicycle business. We feel that it is owing more to his efforts than to those of any other one man, that the business is today what it is; that instead of having decreased with the passing of the craze for bicycle riding some years ago, it has steadily grown in volume, and the uses to which the bicycle is now applied have widened in their scope, and have injured to the benefit of mankind. We trust that this fund will grow to such proportions as to enable you to erect a memorial suitable to the memory of Colonel Pope."

A. G. Batchelder, former president of the National Cycling Association, is another

who pays tribute to Col. Pope, in adding \$10 to the memorial fund. He says:

"It is most fitting that the cyclists of the country should recognize the labors performed by the late Col. Albert A. Pope in the promotion of the general good of cycling, and particularly in the direction of good roads. There is no question whatever but that the early efforts of the cyclist created a good roads sentiment that has made it the easier for the automobilist to be a factor in the bringing about of the actual building of the highways."

S. A. Miles, once the owner and editor of Cycle Age, Chicago, who now is manager of the National Association of Automobile Manufacturers, sends "with the utmost pleasure a contribution (\$25) which I shall be glad, if necessary, to increase to any extent that may be within my means."

The Hendee Mfg. Co., Springfield, Mass., adds a similar sum to the fund and "is very pleased indeed" to do so. George M. Hendee, who as treasurer, makes the remittance, was one of Col. Pope's first proteges.

W. G. Schack, the general manager of the Emblem Mfg. Co., Angola, N. Y., is another bicycle and motorcycle manufacturer who breathes a broad spirit. In forwarding the Emblem check for \$10, Mr. Schack adds that it "is a pleasure to be able at this time to express respect and admiration for the memory of the man who did so much for the bicycle interests of this country."

The first subscription from the South came from the Alexander-Seewald Co., the Atlanta (Ga.) jobbers, while C. T. Kilbourne, of New York, an enthusiastic and appreciative rider, sends \$5 with a tribute that is as graceful as it is apt. He says:

"I enclose check for \$5, contribution towards the memorial for Col. Pope, and am glad to have an opportunity to do so."

"I am sure that everyone who has had the pleasure and profit which comes from the intelligent use of the bicycle ought to be ready and glad to respond to the suggestion, for we all certainly owe very much to the broad vision and wise energy of him whom we thus seek to honor."

Admirable in so many other things, the St. Louis Cycling Club, which, alone of many cycling organizations, has subscribed to the Pope fund, is intent on increasing the amount. To that end, its committee, Messrs. Wolzendorf, Lang and Gilbert, has issued an appeal to all local cyclists, which in itself does honor to the memory of Col. Pope. It is as follows:

"At the September meeting of the club, President Tidd called attention to the fact that the Bicycling World had instituted a movement to erect a memorial tribute to the late Col. Albert A. Pope, by small popular subscriptions by cyclists and cycling interests the country over.

"The unanimous sentiment of the meeting was that the club lend every aid to this movement and \$5 was appropriated. A number of members also stated they would like to contribute to this fund and the un-

dersigned committee was accordingly appointed to receive such contributions.

"It is altogether impossible in a brief letter to point out the many great and invaluable services rendered to cyclists and incidentally to the country, by Col. Pope's enthusiasm, energy and generosity in developing cycling and the good roads sentiment. The 'old timers' well know how much they are indebted to him for health, pleasure, and even wealth. The present day generation will probably never know how much they really owe this great and liberal genius.

"It is a source of gratification that this movement should have been originated with the Bicycling World, that good old standby that has served cycling so faithfully for more than 30 years.

"We believe that every wheelman should take pride in seeing a memorial erected that would show the popular widespread appreciation of cyclists for Col. Pope."

The subscribers to date are as follows:

Bicycling World Co., New York....	\$100.00
John S. Leng's Son & Co., New York	25.00
Will R. Pitman, New York.....	5.00
St. Louis Cycling Club, St. Louis, Mo.	5.00
R. F. Kelsey, New York.....	10.00
R. G. Betts, New York.....	10.00
J. J. O'Connor, New York.....	2.00
A. C. Church, Englewood, N. J.....	5.00
Miss F. A. Clark, Hartford, Conn....	2.00
F. B. Widmayer, New York.....	5.00
Elliott Mason, Westfield, N. J.....	10.00
Consolidated Motorcyclists, Inc., Keene, N. H.	10.00
Original employees of Hartford Rubber Works Co., per E. H. Brandt..	97.00
Present employees of Hartford Rubber Works Co.	12.00
Persons Mfg. Co., Worcester, Mass.	100.00
F. P. Prial, New York	10.00
James Joyce, New York.....	25.00
W. J. Morgan, New York.....	5.00
Amos Shirley, New York.....	10.00
Eclipse Machine Co., Elmira, N. Y..	10.00
R. D. Garden, New York	25.00
D. J. Post, Hartford, Conn.....	25.00
L. M. Wainwright, Indianapolis.....	25.00
John C. Wetmore, New York	10.00
Emil Grossman, New York.....	10.00
Hearsey-Willis Co., Indianapolis....	10.00
F. A. Baker & Co., New York	10.00
B. F. Goodrich Co., Akron, O.....	25.00
John S. Prince, Springfield, Mass....	5.00
W. H. Crosby, Buffalo, N. Y.....	10.00
Great Western Mfg. Co., Laporte, Ind	5.00
Henry Goodman, New York	5.00
James E. Sullivan, New York.....	10.00
Motorcycle Pub. Co., New York....	10.00
A. J. Musselman, Chicago	5.00
F. J. Wagner, New York	10.00
Burley B. Ayres, Chicago	5.00
Diamond Rubber Co., Akron, O.....	25.00
G & J Tire Co., Indianapolis	25.00
Robert Bruce, Clinton, N. Y.....	5.00
Officials and office employees Pope Mfg. Co., Hartford	373.00
Employees Pope Mfg. Co., Hartford factory	326.60
Continental Rubber Works, Erie, Pa.	25.00
S. A. Miles, New York	25.00
A. G. Batchelder, New York	10.00
Hendee Mfg. Co., Springfield, Mass..	25.00
Alexander-Seewald Co., Atlanta, Ga.	10.00
Emblem Mfg. Co., Angola, N. Y....	10.00
C. T. Kilbourne, New York.....	5.00

BERMUDA AS A CYCLISTS' PARADISE

How It Impressed a New York Rider Who
Sought Rest and "Pastures New"—
Motorcycles are Barred.

If there is a spot in the world really entitled to the much abused term "cyclists' paradise," the Bermuda Islands, situated in the Atlantic Ocean, some 666 miles from New York City, is that place. Imagine riding through a picture gallery,

To begin with the climate of Bermuda is peculiar in that at all seasons of the year the temperature is about the same, having neither the cold of the north nor the heat of the tropics. During the winter it seldom falls below 60 degrees, and the average for the summer months is between 70 and 80 degrees.

Although the land embraced in the group of islands is only about $19\frac{1}{4}$ square miles there are 145 miles of excellent and well maintained roads which are seldom if ever dusty and never muddy, for the reason that

sible to make a trip of some 50 miles without touching the main road more than two or three times.

There are some peculiar things about Bermuda that impress a man paying his first visit to the islands.

When the steamer slowly picks its way into the harbor, and finally is warped into the dock the visitor is likely to exclaim:

"Heavens! Do only black people live here?"

Indeed, there seem to be millions of them at the dock, and after consulting the



PHOTOGRAPHIC SNAP SHOTS ILLUSTRATING THE TROPICAL ATTRACTIONS OF BERMUDA

for look where you will, around, above, in the earth and beneath the water, a picture is revealed, and as beauties unfold you ask yourself the question, "Is it real, or is it a dream?" Concisely, Bermuda is a dream-like reality, and—there is not an automobile on the island, or rather islands, for the Bermuda group embraces some 365 islands, or one for every day in the year, and neither automobiles nor motorcycles are permitted to be used.

If one desires a "grand loaf," or is run down, or feeling out of sorts with everything in general, there can be no better tonic than a vacation in Bermuda. If the sea trip of 48 hours does not make a new man of him, four or five days awheel in Bermuda will complete the cure—at least, if he be at all susceptible to atmospheric charm and picturesque allurements.

the coral composition of which they are formed is so porous that any rainfall immediately is absorbed.

Starting from Hamilton, the capital and seat of government, three roads converge at Flatts Village, Harrington Sound, around which run two roads meeting near the causeway; thence there is one road skirting Mullet Bay to St. Georges, at the extreme eastern end of the island. It is one of the oldest English towns in the western hemisphere, and was so named in honor of Admiral Sir George Somers, who died there in 1610.

The other principal road skirts the Hamilton harbor, and follows the shore line around to Somerset, a distance of about 12 miles. These are the principal roads and although they are not of great length so many detours can be made that it is pos-

sible to make a trip of some 50 miles without touching the main road more than two or three times. There are two kinds of colored people in the Bermudas—the natives and the imported darkies, and there is as much difference between them as there is between a horse and an automobile. Through constant association with the English people the native Bermudian darkies have become as refined as their peers, and they are ultra-polite. The imported brand—commonly designated as "the Sabies," for the reason that the first one to settle in the Bermudas came from the West Indian island of Sabie—are more like the common garden variety of shiftless southern negro. They are not polite and they will steal when opportunity presents itself, which is not often, however, as there is no escape from Bermuda except by the one steamer.

There is no use being in Bermuda without a bicycle, for it is the one way to "see things" at moderate cost. Carriage hire and extortion are synonymous. An example: It costs \$5 per person to go from Hamilton to St. George by carriage, while the trip may be made on bicycle, counting the hire thereof, for about 50 cents, and in just one-tenth the time.

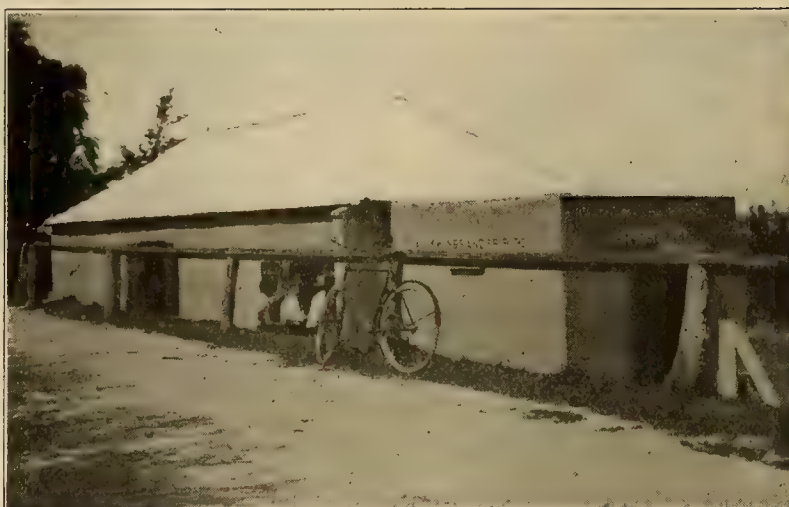
As the government exacts a specific duty of \$1.25 upon each bicycle brought into Bermuda, regardless of whether it is to be used for touring or for sale, it will be found cheaper to leave one's own mount at home and hire a machine there. The rates are

and also to the English rule of the road that prevails—that is, turning to the left instead of the right.

His first experience occurred within five minutes after we started on our first ride. Although cautioned about turning to the left when meeting a vehicle coming in the opposite direction he forgot at the moment and to save himself from running into a horse, was compelled to turn into a stone wall. The resultant lacerated elbow proved an effective reminder thereafter.

His next encounter was with a steep hill. We had been through the Crystal Caves—one of the recently discovered features of

muda potatoes, or you will be doomed to disappointment. It is impossible to get either of these vegetables in the land where they are grown. Why? Simply because these Bermudian vegetables command such excellent prices in the New York markets that it is cheaper to export everything to the States and import potatoes and onions for home consumption. Nearly everything you will eat in Bermuda is brought from the United States, except, perhaps, the bananas, and the only reason that they are not sent to New York is because they are so small that they probably would rot before reaching there.



TYPICAL VIEWS OF THE ROADS AND OF A ROADSIDE BAR IN BERMUDA

uniform—one shilling per hour and sixpence for each hour thereafter, a florin for half a day, four shillings or \$1 per day, or even cheaper by the month.

There are three well stocked bicycle stores in Hamilton, where either American, English or Canadian machines may be obtained, but practically all of them are equipped with coaster brakes, and a great many with two and even three speed gears.

Personally I shall never have another touring bicycle unless it is equipped with either a two-speed or three-speed gear, for the delights of being able to ride up hill without exertion cannot be fully appreciated until one has tried it for himself. My American friend who accompanied me had several painful though amusing experiences in becoming accustomed to a free wheel,

the islands—the entrance to which is at the top of a steep hill. We decided to ride down the winding road, but my friend forgot that his bicycle had a free wheel, and that the two rim brakes were operated from the handle bars. When the momentum became so great that braking was necessary, my friend, thinking himself on his own coaster brake wheel, raised himself in the saddle and jammed the pedal backwards. The result may be imagined. With no resistance, his foot slipped from the pedal and the next moment he was somersaulting down the hill in one direction and the bicycle in another.

Speaking of strong things, don't imagine for one moment that because you are in Bermuda that you are going to have your fill of big white Bermuda onions or Ber-

The roads of Bermuda are magnificent and always kept in splendid condition. The colonial surveyor informed me that the annual appropriation for general upkeep of the roads is £3,500, or about \$17,500, and £1,500 additional is allowed for extra macadamizing, that is resurfacing the roads with hard lime stone, which is first crushed and worked smooth with a heavy steam roller.

Volumes could be written about the beauties of the Bermudas, but briefly the chief charm lies in the naturalness of everything. Most of the roads follow the shore line and the result is that a different picture is presented every hundred yards. It is no place for the speed merchant for the only way to enjoy the scenic grandeur is to potter along without an objective point and free from time limits.

AUXILIARY BRAKE CAUSED TROUBLE

Lang Wished to be Extra Cautious and Used Spoon Brake—The Effect was Sudden and Painful.

One of those rare cyclists who keeps his machine in the very best condition, and who takes every possible precaution not to meet with accidents or delays while on the road is George Lang, Jr., of the St. Louis Cycling Club. Peculiarly enough, the extreme cautiousness for which Lang is noted was the direct cause of his coming to grief recently as the result of a most unusual accident. His somewhat sad experience may also well be noted as a warning of an unlooked for danger that lurks in spoon brakes that are applied to the front tire.

Although Lang has long used the coaster brake, he desired even greater safety, and for the past six years has used a hand brake on the front wheel. As a matter of choice, he used this almost exclusively, and never noticed the slightest danger or damage to tire, even when applying it very hard and suddenly on the worst hills of the Ozark trails.

While riding along at a moderate speed over a smooth city street recently something happened so suddenly that Lang had not the faintest idea of what occurred when he eventually recovered his senses. Investigation proved that the rubber and fabric of his front tire had loosened, and tore when he applied the brake. The torn fabric then caught on the brake spoon as though on a hook, thus blocking the wheel so securely that the spring forks were bent back to the lower frame tube.

Although thrown on his head and rendered unconscious for more than an hour, Lang was but slightly injured.

The St. Louis riders have had much trouble in recent years from tires peeling. Those who have kept careful records claim that the life of some of the best known tires is less than 1,000 miles on the rear wheel.

New Pairing for the Six Days Race.

According to advices from abroad Walter Rutt and John Stol, who won the 1907 six days race and finished second to Macfarland and Moran last year, will not compete in this year's grind as a team. It is reported that Rutt will have Stellbrink, a well known German rider, as a partner, while Stol probably will pair with Walthour. At any rate Stol and Walthour will be together in the German six days race, which follows the New York grind. It also was learned this week that Macfarland and Moran, who won last year's New York race and later captured the Berlin grind, will not be together. Macfarland, since he broke his arm at the Newark Velodrome early this season, has not been in good condition, and would much prefer to remain out of the strenuous grind. If Macfarland does

not ride, Clarke will be Moran's mate for the week, and a more formidable combination would be hard to find.

Six Perfect Scores at Pasadena.

Six riders completed the "reliability run" of the Pasadena (Cal.) Motorcycle Club on October 17th, with perfect scores, the fortunate riders being Phil Senour, Thor; Roy Senour, Thor; Austin Harding, Indian; Clark Burnham, Indian; Guy Henry, Indian; and Edward Loudencross, R-S. The start was made from the club house and a circuitous route of 148 miles was covered, the stipulations calling for an average speed of 20 miles an hour. The result was that four of the contestants ran afoul of the strong arm of the law as practiced in San Bernardino, but after depositing bail they were allowed to proceed. Controls were stationed at Monrovia, Azusa, Claremont, Cucamonga, San Bernardino, Redlands, Riverside, Corona and Pomona. Twenty-six riders started, but as the distance is less than half that required by the F. A. M. rules, as a real "reliability contest" it does not "count."

Evinger Gets 10 Miles Race at Fresno.

The ten miles open motorcycle race at the Fresno (Cal.) fair, October 19th, was the most exciting event ever witnessed upon that track. George Wood, Harry Cogburn and Fred Evinger started, the latter leading for the first two miles, with Woods second and Cogburn third. In the next four miles Cogburn set the pace while Woods and Evinger fought a battle royal for second place. In the eighth mile Evinger regained the lead and Woods held second place for two miles, but was just nipped at the tape. Evinger's time was 11:12½. Cogburn won the five miles open in 5:37½, and Woods captured the three miles for singles in 3:41¼, after a close race with Cogburn.

Ben Munroe Becomes a Motorcyclist.

Ben Munroe, of Memphis, Tenn., has announced his intention of becoming a motorcycle racing man and through his press agent, one Walter Sanderson, he has issued a challenge to Robert Stubbs, the Birmingham "pro." As Munroe has been suspended by the National Cycling Association for a year and as the Federation of American Motorcyclists is supposed to uphold such suspensions by the terms of its alliance, it is difficult to understand how Munroe can compete, or even to give such exhibitions which he already has given on the southern fair circuit.

Guttenburg Races Postponed.

Jupiter Pluvius interfered with the two days' motorcycle race meet that was scheduled for the Guttenburg (N. J.) mile race track last Saturday and Sunday, 23d and 24th insts. A meet will be held this Sunday afternoon, 31st inst., and possibly one on Election Day, Tuesday, November 2d. The program of last week will prevail.

OFFICE SEEKERS USE MOTORCYCLES

Haffenites of Bronx Rout Murphyites by Opening Mufflers—Nuisance Useful in Political Fight.

Hitherto regarded as an uncalled for nuisance the open muffler fiend at last has found a sphere of usefulness. As campaign material hereafter he may be regarded as indispensable, a fact discovered one evening this week.

The supporters of ex-Borough President Haffen, of the Bronx, who is running for re-election against Arthur H. Murphy, may not have an ear for music or the artistic temperament, but they have a recipe for stopping a concert that may or may not be copyrighted. With a gayly decorated wagon containing a piano, chaperoned by John Leddy, who has the reputation in the Bronx for "knowing his way over the ivories blindfolded," and John P. Joyce, a singer, a host of Murphyites went to Courtlandt avenue and 156th street. At the opposite corner Haffen has one of his sub-headquarters.

A crowd applauded the concert, but neither the music nor the applause was sweet to the Haffen adherents. Whether by accident or design, a wagon with a transparency extolling the ex-borough president appeared, with an active youth ringing a bell that could be heard for blocks. The Murphy concert, however, sandwiched by speeches, obstinately refused to be drowned by a bell. The crowd enjoyed the fun, and said it was almost a dead heat. The youth became tired of ringing the bell, and the piano forged ahead.

This made the Murphy supporters rejoice, but their exuberance did not last long. The Haffen crowd found three men on motorcycles and with mufflers open they began to circle the crowd. After 15 minutes of popping and backfiring the Murphyites acknowledged defeat by moving away.

Hopper Out After Second Operation.

Like a cat, Norman C. Hopper, the doughty and extremely popular Salt Lake City bicycle rider, seems blessed with nine lives. Several times Hopper has been slated for the last roll call, but each time he has pulled through with flying colors. Last year Hopper, while training upon the Salt Lake saucer, had a fall that put him in the hospital, where he hovered between life and death for several months. He came out feeling better than ever and rode this season. When the season closed Labor Day Hopper found that he would have to return to the hospital for another operation, it having been found that some of the splinters that pierced his intestines a year ago had not all been removed. In a letter to the Bicycling World Hopper states that he is now out again and hopes never to have to view the inside of a hospital.

WILBER PRESSES THE GOOD WORK

F. A. M. Vice-President Now Thoroughly Organizing Each State—Two States Already Fully Equipped.

C. C. Wilber, the presiding vice-president of the F. A. M. Eastern District, is organizing his District as the rules and regulations require, and as none ever was organized before. Not content with dropping all of the inactive state commissioners and requiring that the new ones shall in turn appoint state secretaries and active local commissioners and otherwise show results, Mr. Wilber also has turned his efforts to shaping up the several District committees for which the rules provide, but to which no attention had been paid by his predecessors. To date he has two states completely "armed and equipped" as follows:

New Hampshire—State commissioner, Harry C. Dean, Keene; state secretary, H. W. Hildreth, Marlboro; legal action, Glenroy W. Scott, Winchester; competition, F. E. Bronson, Newport; highway improvement, Leander Page, Swanzey; tours and hotels, Frank E. Leonard, Winchester; transportation and facilities, G. Fred Little, Keene.

New Jersey—State commissioner, A. J. Sicard, Central avenue and First street, Hackensack; state secretary, W. R. Schoonmaker, Arcola; legal action, Herbert Wulling, Carlstadt; competition, H. B. Cummings, 69 Meyer street, Hackensack; highway improvement, Herbert E. Coryell, East Orange; tours and hotels, D. Sawyer, 203 Summer street, Paterson; transportation and facilities, Dr. G. Brewster, Grantwood.

Former Champion Returns in New Role.

When Paul Bourillon arrived in New York City aboard the S.S. Cincinnati Monday last, there doubtless were few who associated him with bicycle racing. Bourillon is the avant courier of a galaxy of stars who are to sing in the new Boston opera company, and he comes to America after several triumphant seasons as the leading tenor of the Opera Comique, Paris.

Before Bourillon discovered that Providence had blessed him with as sweet a voice as it had a pair of sturdy legs, he was a bicycle rider. And Bourillon was not a second rater, either. In fact, he was one of the most wonderful sprinters France ever produced.

Bourillon first came upon the racing horizon in 1895, when he finished third in the Grand Prix of the Union Velocipedique de France. The same year he finished second in the Grand Prix of Paris, and in 1897 he was placed in both these classic contests. The same year he won the professional sprint championship of France, and a month or so later won the most coveted title—the world's championship—at Copenhagen by

defeating Jacquelin, who then was in his prime, and Barden. In 1898 he finished first in the Grand Prix of Paris, and again won the championship of France in 1899.

In 1900 Bourillon retired to study music and now he is considered one of the greatest operatic tenors in the world. He has never lost his interest in bicycle racing, and frequently has remarked that it was the training for bicycle racing that incalculably benefited his lungs and breathing capacity—a most necessary essential to voice culture.

Huyck Cleans up at Chicago.

Following the recent cleanup at Dayton, Ohio, Fred Huyck, the "wandering Indian," duplicated his performance at the old Hawthorne track, Chicago, in a three days' race meet held there October 15th, 16th and 17th. Huyck won both races the first day, three miles for singles in 3:41, and the five miles for twins in 5:04½. On Saturday, the second day, he won the five miles 30.50 stock machine race in 6:19½, and the five miles open for the same size machines in 5:28½. He also finished first in the 10 miles, 61 cubic inches displacement, covering the distance in 10:03. The other event was for private owners, at three miles, and William Walsh, on a Harley-Davidson, won in 4:10. In the final day's racing Huyck bagged three races—the three miles stock machines, 30.50 cubic inches; five miles open 30.50 cubic inches, and the five miles open, 61 cubic inches, his respective times being 3:50, 5:30 and 4:56¾. The three miles private owners' race, 61 cubic inches, went to J. A. Turner, on a Merkel, in 3:44¾.

Butler Loses, but Walthour Wins Abroad.

Seres, the young French pace follower, surprised the veterans by winning the Grand Prix of Boulogne at the Parc des Princes track, Paris, October 17th. Nat Butler, the American crack, Darragon, Parent and Contenet also were in the race. Seres covered the 100 kilometers in 1:20:45, finishing one lap in front of Darragon and two laps ahead of Butler, who would have secured second money but for a mishap. Parent was fourth and Contenet last.

Robert J. Walthour scored another victory at Dusseldorf, Germany, October 17th, when he won the hour race from Bruni and Guenther. In the allotted time the American covered 84½ kilometers, or 52.4 miles.

Head-on Collision Causes Fatal Hurts.

As a result of a head-on collision between his motorcycle and a swiftly moving automobile, Edward Baker, of Myrtle avenue, Brooklyn, N. Y., was mortally hurt, on the 26th inst. The accident occurred in Dean street, near Grand avenue, at 9 o'clock in the evening. Baker, who is 21 years old, was thrown 30 feet when the smash happened, his machine being wrecked and the front of the motor car being badly damaged. He was taken to the Swedish hospital by Dr. Washniker, who said that he probably would die of his injuries.

OREGON CITY ENTERS HALL OF FAME.

Salem Enacts an Ordinance that Sets a New Standard—And Its Dog Warden Will Enforce It.

If it were as comprehensive and extensive in its geography and population as it is in the rules and regulations it has laid down for cyclists and motorcyclists unfortunate enough to be within its borders, Salem, Ore., would have London and New York "backed off the map" into the desolate village class. The regulations which just have been promulgated will make Salem more famous than it ever was before.

The town's new ordinance applies to "tricycle, bicycle or tandem wheel," and not only forbids riding on the sidewalks except on certain streets and roads, but introduces a lot of fancy and catch-as-catch-can features that mark it as about the "limit" in attention to detail. Where the riders are permitted to use the sidewalks they must not go "at a greater rate of speed than eight miles an hour, or 704 feet per minute, or when passing pedestrians, to ride at a greater rate of speed than six miles per hour, or 528 feet per minute," which is cutting things superfine.

At least one hand must be kept on the handle bar and the riders must provide themselves with "a clear-toned bell." The section provides that the cyclists "shall carefully approach every pedestrian, and secure his or her attention by bell, before passing." Just why a rider must approach and pass every pedestrian he sees is not apparent, though that may not be exactly what the ordinance means, despite the language used.

Night riding requires the use of "well lighted" lamps, and elaborate specifications are given as to just how many inches high and wide cycle stands may be, and at exactly what distance from the curb they may be placed. But probably the most unusual feature of the ordinance is its prohibition against letting machines rest against buildings or in hallways, the section reading as follows:

"It shall be unlawful for any person or persons to stand or lodge a tricycle, bicycle, tandem wheel or motorcycle against the front of any store or business house or public building, or against the show windows of any such house, store or building, with the city of Salem, Oregon, or to stand or lodge any tricycle, bicycle, tandem wheel or motorcycle in the entrance, hallway or stairway to such store, house or building in such city."

Violators of the ordinance, which is to be enforced by the dog warden, will be subject to a fine of from \$2.50 to \$25, or imprisonment from 2 to 10 days.

The dog warden of Salem, who appears high in authority, has given notice that the law will be strictly enforced.

PSYCHOLOGY OF COLOR IN RACING

Bardgett Makes a Discovery and Then is Confounded—Do Black Racing Suits Affect Their Wearers' Speed?

"Well, I'll be dinged— Now I know why I haven't been winning races this year. Bet your life it will not happen again!"

"What is all the noise about, Walter?" queried a listener, for the speaker was Walter A. Bardgett, who had dropped into the *Bicycling World* office on his way to the depot, and was "killing time" by reading a copy of the *Irish Cyclist*, which he had picked up.

"Why I see that this paper says that nine-tenths of the defeats suffered by crack riders have been due to the fact that they have worn the wrong colored sweater or jersey. It says that black is a color that—"

"I didn't know black is included in the color category," broke in one of the party.

"It says that black is a color," continued Bardgett, ignoring the interruption and reading from the Irish publication, "that should be avoided under all circumstances, but more particularly in connection with athletic efforts of any kind, because it has been found by recent research that it actually has a prejudicial effect both on the mental and physical powers of those who wear it."

"What has that to do with you," inquired the motorcycle expert, who has not seen a bicycle race in some years.

"Everything," replied Bardgett. "That is just the reason my name has not headed the percentage column this season. I believe there is a lot in what this 'guy' says, at that. When I wore flashy colors I used to butt in for firsts quite often, but since I became modest and began wearing black jerseys I don't seem to be able to land in front. Hereafter mine will be the 'dizziest' sweater I can find."

"I agree with the gentleman on the *Irish Cyclist* who says that black has a depressing influence upon the wearer, both as regards mentality and 'physicality.' I think colors influence the mind and any enlightened individual of the present day will agree with me that mind influences matter," said another person who heard Bardgett's remarks. "I'll tell you of a little incident that proves the contention."

"A few years ago a friend of mine married and they bought a house in Westchester county. At the time he was married the man was as gay and jolly a chap as you would want to meet. Then he grew taciturn, morose and seemed to be always depressed, spending most of his time in the library. Oh, I know what you bachelors are thinking, but it wasn't that. To make a long story short, Mrs. X— became so worried about it that she stated the case to a noted psychologist, who frequently visited them. It wasn't long before he dis-

covered the cause for the change in Mr. X—. It was that the walls of the library where he spent most of his time were covered with a dark tapestry, with furniture to correspond, and the gloomy atmosphere of the place had affected Mr. X—. The psychologist suggested to Mrs. X— that she have the room done over in another color—to make it lighter and more cheerful. She acted upon his suggestion—had the wall covered with light blue paper and brighter furniture installed. In a month Mr. X— was a changed man—and had completely recovered his wonted cheerfulness. The dark colors did not harmonize with his nature—that was all that was the matter.

"That sounds remarkable," agreed Bardgett, who went on: "Why is it that a bull is always angered at the sight of red? It is because the red puts the thought of blood in his mind and the animal immediately wants to spill gore. I shall wear bright colors hereafter and see if I don't win races.

"But, see here, Bardgett," asked one puzzled listener. "I have seen some of the greatest races held in America in the last six years. If what you chaps say about color is correct, how can you explain the fact that some of the most notable victories of Frank Kramer, Thorwald Ellegaard, Iver Lawson, Walter Rutt, Henri Mayer and others have been accomplished when they were dressed in solid black jerseys and trunks?"

Bardgett looked disgusted, and not one of the color effect exponents could find an answer.

Bardgett, however, refused to admit defeat.

"Well," he rejoined doggedly, "Isn't it reasonable to suppose that if they had worn bright colors they would have won even more easily or in faster time?"

San Francisco Clubs Squabble.

Some of the brotherly love existing between the Bay City Wheelmen and the New Century Wheelmen, two live San Francisco clubs, has gone glimmering, and all because a challenge team relay race did not occur on October 17th, as per schedule. The Bay City riders accuse the other club of showing a "yellow streak" by not toeing the mark after accepting the challenge.

The first relay team race between these two clubs occurred in 1905, the New Centuries winning. The next contest was in 1907 and the Bay City riders triumphed. The race last week was to decide the Pacific coast championship, but the Bay City men charge the New Centuries with having crawled out of the match after accepting the challenge. They therefore have challenged the New Century Wheelmen to any kind of a race between teams of from one to ten men, and of any style or at any distance.

"Time flies, you know."

"Not always. It is now possible to make a century run."

AS AFRICAN EYES SEE MOTORCYCLE

Native Writes That It Just "Walks Itself Without Rowing"—They Stay up Nights to See One.

The motor bicycle has made its appearance in Nyasaland, British Africa, and that it has "got the natives guessing" is evidenced by a letter which one of them wrote to a friend. The native who was able to use missionized English thus recorded his emotions:

"I can tell you something new which in Blantyre here (or in Nyasaland) is the 'motor bicycle' which you can wonder for its attractive appearance, and its voice of saying puff! puff! puff! puff! through the streets.

"But I cannot explain plainly all about it, because it is very wonderful and splendid thing. Again it is just walking itself without rowing it, if you hear it at a distance suddenly you can see it very, very near. All of this you can wonder for its quick motion and its manner, you can see the man trembling upon his feet, because he is going out of sight, with his quick bicycle, never stopped just going straight way where it goes.

"I cannot say its running because it is very quick. Now here in Nyasaland are coming miscellaneous things which we had never see them before even our forefathers, thus, you can fancy in your mind that what can this be, so you will merely looking and said we are only men without sense of making such things, this is un-describable thing, it seems to me so, we are very anxious not for other thing but its quick motion.

"If you had been here you can have seen it running in the streets, many people are just lying in wait that they may see it with its servant trembling with its quick running."

Military Motorcycle Corps Abroad.

Development of the military motorcyclist idea is being brought about very rapidly abroad. The Austrian motorcyclists' corps saw service for the first time this year at the Imperial manoeuvres, while Norway is reported as having commenced the organization of a similar body of volunteer troops. In the latter instance, membership entails the ownership of either an automobile of less than 10 horsepower or a motorcycle. The members will elect their own commander, who after five years' service will receive the rank of major from the war office.

Slow Time Made in Texas.

A mile bicycle race formed one of the features of race day at the 15th annual Comal county fair at New Braunfels, Tex., October 22d. It was won by Albert Jones in the slow time of 3:15. Carl Wille finished a close second.

PICTURESQUE PREACHERS AWHEEL

Long Haired Evangelists Who Cycled Across Continent and Who Now Are Heading Toward Holy Land.

Having started out three years ago on a cycling and evangelizing trip from the Pacific Coast to the Atlantic seaboard, two elderly men, with long hair falling down over their shoulders, and bushy beards to their chests, arrived in Hartford, Conn., last week on their machines, which bore every evidence of the long journey. The travelers, who intend ultimately to journey to the Holy Land, are evangelist preachers, John Scott and Henry Marki, and the story of their trip presents a remarkable picture of independence from the things looked upon by most people as the necessities of travel.

When they left Los Angeles, Cal., they went south along the Santa Fe route, north to Omaha, south through Kansas, east to Atlanta, Ga., and south again to Fitzgerald, Fla. From there they made their way north to Portland, Me. In a little tract that they distribute they say that "in their pilgrimage work in the Lord's vineyard" from the Pacific Coast to the Atlantic, from the Great Lakes of the north to the Gulf of Mexico, they preach in all the towns and cities and little country places where they stop along the way, following the example of our Lord Jesus Christ and His true disciples, with "no inheritance in the land and nowhere to lay their heads, taking no thought for what they should eat or wear," sleeping out under trees, in swamps of the south, the hills and valleys of New England and Atlantic states, as well as the mountains and valleys of Oregon and California.

Scott and his comrade are using Columbia bicycles of the chainless pattern. These were presented to them by an admirer in Los Angeles three years ago and have been in steady use ever since. From Hartford they are going to Wilmington, Del., where they will remain a while with some friends. They are going to Europe some time during the latter part of this year and travel through England, Germany, France, Italy, Egypt and then to the Holy Land. This is their objective point and they say that when they left Los Angeles they had expected to be in Palestine before now, but they stopped so much along the way to preach that now they have given up all idea of schedule and will take things as they come.

Texans Testing Utility of Motorcycles.

Whether one boy on a motorcycle and one on a bicycle are as efficient a team as six boys on pedal bicycles is the experiment being tried by Hunt's Pharmacy, of Houston, Tex. The enterprising pharmacy proprietor has purchased a 3½ horsepower

Indian and has let five of his six bicycle delivery boys go. A similar experiment in the utility of the motor bicycle is being tried in Dallas, in the same state, by the local gas company. One man with a motorcycle is covering a territory formerly taken care of by three "trouble men" and two wagons and teams. The latter are still used to some extent, but all inspections and many of the troubles are attended to by the motorcycle man on his first call.

Fine Record of a Rural Carrier.

The rural delivery carriers who radiate from Hartford, Ala., are an enterprising lot. Although the roads in their part of the state are unimproved, all of them have practically abandoned horses and now use motorcycles for their work. One of them, W. F. Lassiter, has ridden more than 18,000 miles since December, 1906, when first he obtained his machine, and during that period, he declares that he had to push but once, when in seeking to correct a misfire he screwed the contact points too closely together and perforce had to walk. In the course of 18,000 miles, Lassiter sustained but five punctures and there were but seven days during last year when owing to rain and mud he could not use his motorcycle and had to hire a horse.

National to Hold a Fall Half Century.

The "National Road Pleasure Club of Jersey City" will hold its fall half century run tomorrow (Sunday), starting and finishing at Sesta's bicycle store, 309 First street, Jersey City. The dinner stop will be at Plainfield, N. J., the features being a half mile novelty race, and two and five miles handicap races, with prizes. A. Lardino will be the chief pacemaker.

Track Tragedy at Dallas, Tex.

While traveling at a high rate of speed in a practice trial previous to the races on the State fair track at Dallas, Tex., on Thursday afternoon, 28th inst., Eugene J. Marsh, a local rider, was thrown from his motorcycle against a fence by the bursting of a tire and instantly killed. The accident cast a gloom over the meet, which was to last three days.

Berkeley Club Becomes College City.

After disbanding, the Berkeley Wheelmen, of Berkeley, Cal., have reorganized, but under another name. In future the club will be known as the College City Wheelmen. Internal dissension was the reason for disbanding, which permitted the dissenters to be eliminated in the reorganization.

'Frisco to Open Home Trainer Season.

With the outdoor season practically ended the clubs soon will turn their attention to indoor meets. The first roller race has been announced by the Bay City Wheelmen, of San Francisco. It will take place Friday night, November 12th, in San Francisco, of course.

MOTORCYCLES FOR RESCUE WORK

Pittsburg Fire Department Considering Their Adoption for New Use—Telephone Lineman Supplied Idea.

While motorcycles already are used with increasing success for conveying chemical apparatus to fires immediately the alarm comes, a further and unusual fire service is proposed for them by a plan which Elliott J. Denton, a telephone lineman, has laid before the officials of Pittsburg, Pa., and which they are seriously considering for adoption.

Denton's plan is to station at the principal engine houses in the city an expert lineman who can operate a motorcycle and if necessary break all speed records in getting to a fire. As soon as an alarm is sent in it will be the duty of the lineman-cyclist to get to the scene of action, and get there quickly, too. He will be provided with a long coil of rope, attached to which will be a heavy weight.

In case there are any persons in the burning building his first duty will be to effect their escape, which can be performed in a very simple and expeditious manner. Any expert lineman can toss a rope with its weight attachment through a window on the fourth or fifth story of a building as handily as a cowboy of the western plains can puncture a whisky bottle with a bullet.

The occupants of the burning building will then find rescue easy for themselves. A rope ladder that the motorcyclist will carry with him can be drawn up and a safe descent made. In case it is considered inadvisable for the occupants to descend on account of unlooked-for conditions that may arise the rescuer can make his ascent on the rope ladder.

Before the firemen arrive he will also have opportunity to make a careful survey of the surroundings and be prepared to give the firemen a full report on the fire when they arrive.

Director of Public Safety Morin thinks that with the adoption of Denton's plan many injuries will be averted and there will be a considerable saving of property and the efficiency of the fire department will be greatly increased.

Trick of Lighting Wet Matches.

The Australian bushmen have a trick for lighting matches which have been rendered apparently valueless through being soaked in water, and one which may prove of value to both bicyclists and motorcyclists. It consists of rubbing the wet matches through the hair for 10 or 15 seconds. They thereby are made sufficiently dry to be readily ignited.

Remarking the Obvious.

"Wheeler is bow-legged, isn't he?"

"I should say so; his lower limbs are simply without a parallel."

PICRIC ACID AND ITS EFFECTS

What It is and What Happened to a Motorcyclist Who Used It to Increase His Speed.

"Picric acid!" ejaculated the Reformed Scorchers when the subject was mentioned. "Oh, yes. I've used the stuff. But never again for me! What happened? So many things that I hate to think of them. I tried the 'dope' several years ago when I cared more for speed and less for comfort than I now do and I have good reason to remember the results. The idea of using the acid popped into my head as the result of reading the "How To" columns of an automobile weekly, wherein appeared a letter from some reader asking if picric acid in the gasoline would increase the power to the extent which had been claimed for it, and what were the proper proportions to use and how to mix it.

"The technical sharp in charge of the inquiry department, strongly advised against the use of the stuff for many reasons. While admitting that picric acid, when properly mixed with gasoline did give a slight increase in power, he said that the disadvantages which accompanied its use more than offset the benefits to be derived from it. Among these were that it would corrode the interior of the engine, that the increased strength and volatility of the fuel would cause overheating, that the propagation of the flame would be practically instantaneous, and the pressure being much greater than with gasoline, would be likely to blow off the cylinder, or cave in the pistons. I don't know whether these drawbacks caused the inquirer to abandon his intentions, but they did not keep me from making up my mind to try a few experiments along that line, even at the risk of losing a cylinder head.

"I suppose you chaps, like a good many other people, probably think that picric acid is a liquid, but it isn't. It is a yellow crystalline powder or dry compound having a very bitter taste, and it is obtained in several ways, one of which is through the action of nitric acid on phenol. By referring to the text book I found that its elements are (C₆H₃N₃O₇) and while these characters may resemble an automobile license number, they represent carbon six atoms, hydrogen, three atoms, nitrogen the same, and oxygen seven atoms. I looked it up in the books and almost became wise on the subject, and its commercial uses are for dyeing and as ingredients in compounding certain explosives.

"If I remember correctly the directions given for its use called for one ounce of the acid to a gallon of gasoline, the acid to be put in a cloth bag and immersed in the liquid for a couple of days, the latter to be stirred occasionally to thoroughly mix the crystals with the fuel. This process

is supposed to extract the strength from the acid, and after straining the gasoline, it is ready for use. Well, I followed directions faithfully, and poured the doped gasoline into the tank, first draining it of all ordinary fuel, and then I took the machine out to see what would happen. I rode around for a couple of hours, trying all the hills in the vicinity, and opening wide on the straight stretches, but the expected increase in power did not materialize, although at times it seemed that the machine ran better than with ordinary gasoline. In a test over a ten miles stretch I noticed that there was a tendency of the engine to heat up and slow down, for a time, and then pick up again, and that it was necessary to oil oftener.



"At the conclusion of the test I was dissatisfied with the results, and resolved to compound a formula of my own, which I thought would be certain to produce the desired effect. My new method consisted of pouring about a quarter of a pound of the powder into the tank and while I did not doubt but that this reckless procedure would mean very irregular running and frequent cleaning of the carburetter and feed pipe, the prospects of trouble did not deter me from carrying out the plan, for I was willing to put up with such small annoyance, provided more speed was obtained. I kept my scheme to myself, hoping to be able to surprise some of the fellows, who had pretty fast machines, when we next met. Well, it wasn't long before the acid began to make its presence felt in several ways, and choking of the spray nozzle was one of them. Every few miles it got clogged and while in a few cases I was able to clear it by 'racing' the engine the only effective remedy was to take out the spray nozzle.

Although the much looked for power increase wasn't forthcoming, I still had confidence that it would do so in time. In the

meantime the filling spout of the tank and the outside of the carburetter had taken on a greenish hue where the gasoline had slopped over, and several of the boys accused me of using dope, and some of them specified the particular kind, too, but I strenuously denied it and said I was using lubricating oil as an experiment. I rode the machine every day, and at times it seemed to develop wonderful bursts of speed, and then again it acted quite ordinarily. Another peculiarity was that for days at a stretch the carburetter would not choke up, and then for awhile I would have to clean it a dozen times a day.

"Decoration Day was coming and three of us planned a 200 miles trip. In preparation for the journey, I went over the machine, tightened up all bolts and nuts, oiled the bearings, cleaned and oiled the chains, and fixed things up generally. Evidently my companions did not take these precautions, for on the outward journey it seemed as if everything in the category happened to their machines, while I experienced no trouble beyond a couple of punctures. The day broke with perfect weather, and we left home about 5 in the morning, which was a fortunate thing for us, as we had so many delays that it took us four hours to make 60 miles. I did not bother to clean the powder out of the tank and carburetter before starting, as it had not been clogging up many capers for a few days, but afterward I wished I had followed my first impulse and done so. There were times when I could run away from my companions, but the engine would overheat and slow down despite the fact that I flooded it with oil, and in time they would overtake me. After many delays we reached our destination, but it was afternoon when we arrived, and we started for home much sooner than we originally had intended.

"Then it was that my troubles began, and they came in bunches. First it was tire trouble, and after that a chain broke, and crumpled up the guard so that it had to be thrown away. By this time it was getting well along in the afternoon, and we were quite some distance from home, so we started to 'hit it up' with the result that I struck a hidden rock in the road, and the impact broke the fork springs, in addition to putting a respectable dent in the front rim. My friends were fortunate enough to escape the obstruction. With a rock picked up in the road the rim was hammered back into fairly decent shape so that the bead of the tire would set in the groove, although I took the precaution to wrap tape around the spot, to further preclude any chance of a blowout. As for the fork, the construction was such that it could be drawn up rigid if desired, so that the broken springs were not a serious drawback, beyond the increased vibration which was transmitted to the handle bars.

"Whether or not our slambang pace had anything to do with stirring up the powder in the tank, I don't know, but anyway, soon after we were under way again the engine

commenced to miss and buck like an untamed broncho, and after vainly trying to overcome the trouble by priming the carburetter I stopped and investigated. The feed pipe was choked with the acid at one of the bends, and we did some tall blowing and poking with a wire which I was fortunate enough to have in the tool bag, before the passage was cleared. Incidentally we acquired a very bitter taste in our mouths from the acid.

"For the remainder of the trip, some 50 miles, blowing in the tank and cleaning the feed pipe and carburetter was a continuous performance, and after each operation the

taste in our mouths became so bad that my companions threatened to hold me responsible if anything serious resulted. When the trouble commenced, we stopped at the first garage and emptied all the gasoline out of the tank, flushed it out, and filled up with fresh fuel that didn't have a green color and a rank taste, but it didn't remedy matters much. We finally got home about 9 o'clock that night tired and dusty and pretty well disgusted with our trip. In a couple of days, the skin commenced to peel off my lips and I hunted up the other two and found them in a like condition, and damning me and picric acid in fine style.

That experience thoroughly cured me of any desire to further investigate the value of picric acid as a power producer. But it was months afterward before the last traces of the stuff entirely disappeared from the tank and carburetter, and occasionally it choked things up, just to keep the incident fresh in my memory, I suppose.

"If you lads are thinking of trying the stuff," concluded the Reformed Scorcher, "take my advice and don't."

"Never too late to mend," repeated the bicycle repairer to himself as he fixed up a puncture by the light of the midnight oil.

Atlanta Automobile Show

AUDITORIUM-ARMORY, NOV. 6 to 13, 1909

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Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.

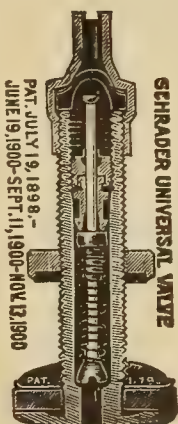
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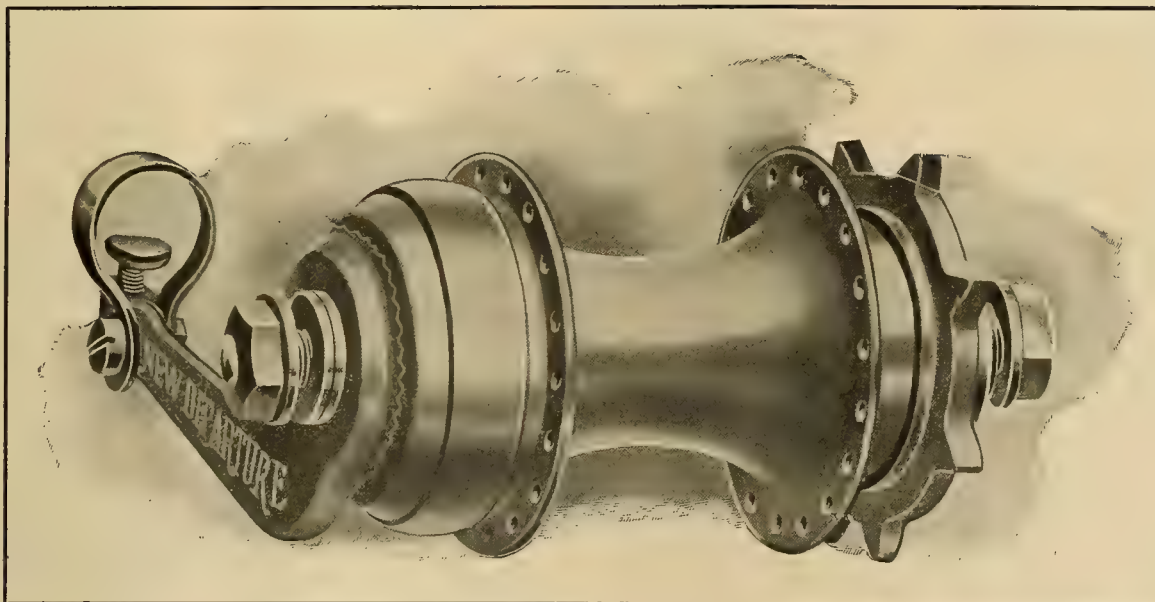
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should not be blamed if he has a wart on the end of his nose; but if he wears side whiskers—that's his fault

likewise

A MAN may look first at price when considering his next motorcycle, his object is a cheap machine—that's all, not how good, not how reliable, not how dependable—but if at the end of the year he inspects his repair account—horrors! it's twice the price of a first-class motorcycle, a motorcycle of quality, dependability and real simplicity—that is again his fault.

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Your troubles cease, your expense account is nihil, your satisfaction great if you but select that

TWO SPEED



The Motorcycle of Quality

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RECENT PATENTS.

923,254. Clutch and Brake Mechanism. Frederick S. Ellett and Clayton E. Forsyth, Elmira, N. Y., assignors to Eclipse Machine Company, Elmira, N. Y. Filed June 27, 1908. Serial No. 440,629.

1. The combination with a rotary driven hub, of a driving member, having an extension that enters the hub, and has a recess that affords a bearing surface; an expansible, split clutch ring between said extension and said hub; and an expanding block within said recess adapted to be forced out upon said expansible clutch ring by said surface; substantially as shown and described.

924,200. Carburetter. Alfred C. Stewart, Los Angeles, Cal. Filed Nov. 25, 1907. Serial No. 403,812.

1. A carburetter comprising an air chamber formed with an annular lip, oil supply means having an annular oil outlet above and discharging on to said lip, a mixture chamber above said oil outlet, means for applying suction to the mixture chamber, and a valve member movable vertically within said chambers and having two portions respectively approaching the lip below the outlet and the wall of the mixture chamber above the outlet, in the descent of the valve member, to restrict the passage for all past the lip and the passage for air past and above the oil outlet, in correspondence, and said valve member formed with a shoulder between its said two portions, to seat on said lip.

924,074. Bicycle Stand. Owen Jackson, Denver, Colo. Filed Feb. 10, 1908, Serial No. 415,241. Renewed Oct. 30, 1908. Serial No. 460,273.

In a bicycle prop of the character described, the combination with a bicycle frame comprising an upper horizontal bar, and a forwardly inclined lower bar which are provided with aligned openings, of a pair of longitudinally aligned rods hingedly connected at their adjacent ends between said bars, and slidably mounted through said openings, a bracket having spreading legs secured upon the lower end of the lower of said rods, a projecting spring member carried by said lower rod for engagement with said lower frame bar, and a spring clip carried by the upper end of said upper rod above said upper frame bar, said lower rod being of such length that said rods may be moved vertically through the said frame, until the hinge thereof extends above said upper frame bar, whereby the upper of said rods may be folded downwardly upon the upper frame bar, so that the said clip may engage the headed bar of the frame, substantially as described.

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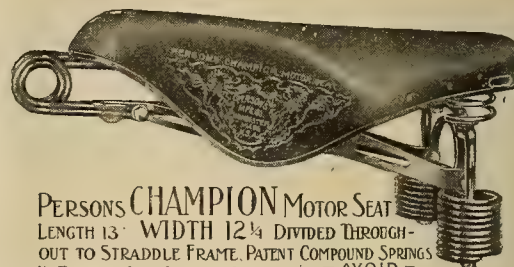


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and see what he tells you. It will "give you a line" on the real quality of his production and on the policy he pursues. No manufacturer who has a reputation that is worth maintaining will refuse to supply the Persons. The one who is bent on pinching the pennies will squirm. Try 'em out!



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NO FRICTION, SIDE SWAY OR SQUEAKING. IMITATIONS

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A GRIP THAT MERITS ITS NAME

It will not slip

It will not peel

It will not crack

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It will not sweat the hands

But it will give comfort and satisfaction and will add to the appearance of any bicycle.

THE WEARWELL RUBBER GRIP

is made over a single smooth tube, covered with purest Para gum rubber—soft, elastic, resilient—entirely seamless and shaped to fit the hand. The rubber is firmly secured at both ends by broad ferrules of **German Silver**. It is carefully made and will fit the handle bars perfectly.

Packed one dozen in a handsome display box

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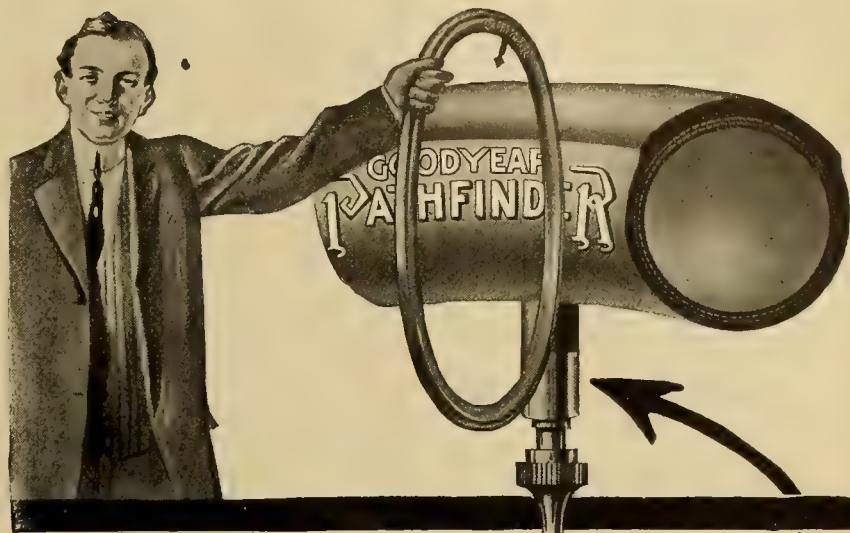
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The Goodyear Tire & Rubber Co., Akron, O.

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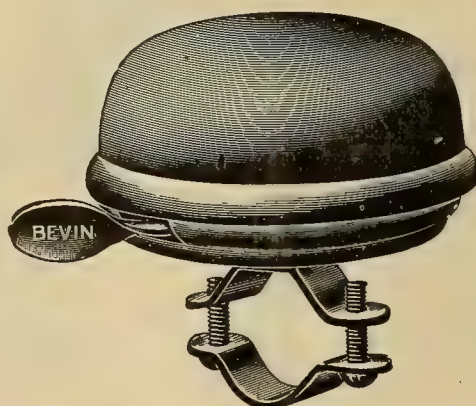
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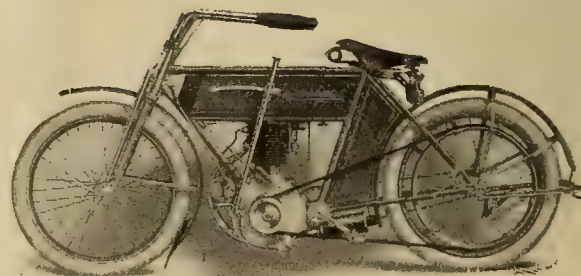
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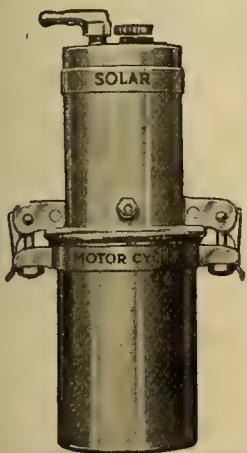
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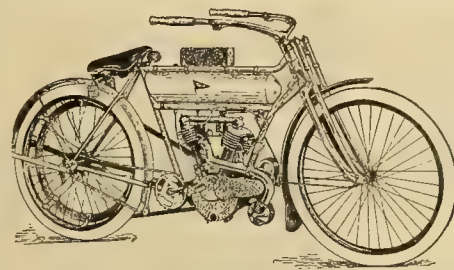
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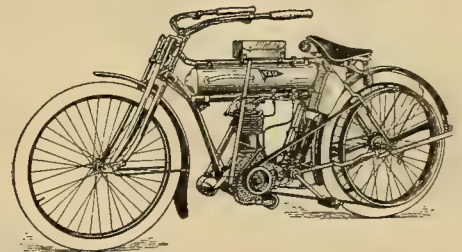
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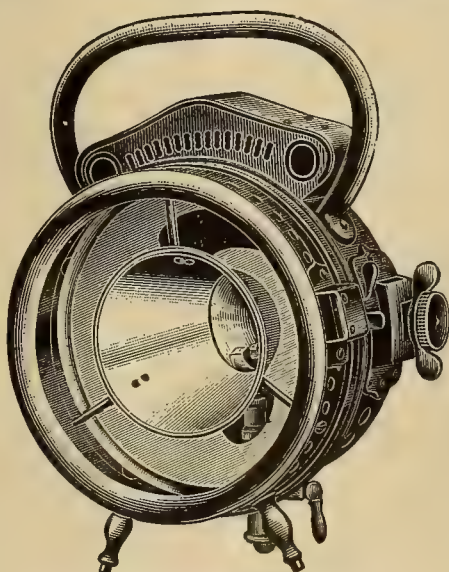
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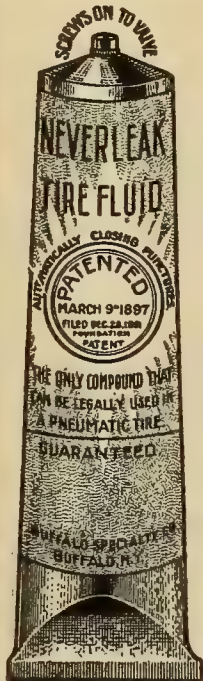
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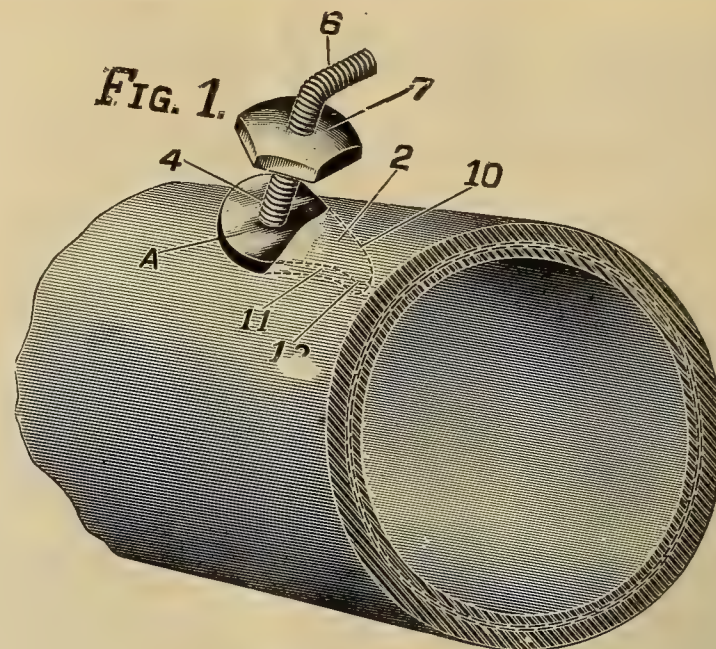


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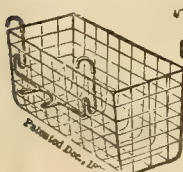
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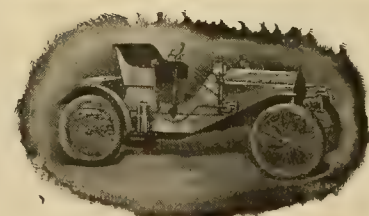
An Innovation
SEND FOR SAMPLES

Worcester Pressed Steel Co.
WORCESTER, MASS.



**THE
SPLITDORF Motorcycle Plug**
is a special Plug for a special purpose. No Plug made can compare with it for the Motorcycle.

C. F. SPLITDORF,
261 Walton Ave., New York



\$378

buys this \$600
runabout equipped
with Bosch mag-
neto, Schebler
Carburettor, Ar-
tillery wheels if
desired. Write
for book "I."

METZ COMPANY, Waltham, Mass.

We are now ready to quote prices and deliver samples of the

**1910 Hudson, Lenawee, Atlanta
and New England Bicycles.**

Write us.

J. W. GRADY & CO., Worcester, Mass.

Special Stampings

FROM

SHEET METAL

THE CROSBY CO., Buffalo, N. Y.

HIGH GRADE

wheels must have
the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



**NOISELESS IN MUD,
WATER OR DUST AND
ALWAYS EASY RUNNING**

The only chain having **FRICITIONLESS
ROCKER JOINTS**. Insist on having the
Morse Twin Roller. Fits regular sprockets.

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PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.

Who

would think of building Bicycles,
Coaster Brakes, Lawn Mowers,
Sewing Machines, etc., without using
therein the



Star Ball Retainers

WHO? Tell Us

The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany



TO THE LIVE MAN

interested in cycling or motor-
cycling who realizes the value of
keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

Enclosed find \$2.00 for which enter my subscription to
THE BICYCLING WORLD AND MOTORCYCLE REVIEW
for one year, commencing with the issue of _____

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Indian and Excelsior Motorcycles.
Parts, Repairs, Accessories and Storage.
Complete Power Repair Shop and Experienced Men.
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Tel. 998 River 2312 Broadway, New York.

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MOTORCYCLES
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Full Line of Parts and Accessories.

T. J. SIXSMITH,
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of Motorcycles.
203 West 100th St., NEW YORK
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GREYHOUND MOTORCYCLES,
CURTISS TWINS.
Largest Stock of Supplies in the City.

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Bicycles, Motorcycles and Sporting Goods.
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Complete line of supplies for both the man and the
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"THE MOTORCYCLE MAN"
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HENDEE MFG. CO.,
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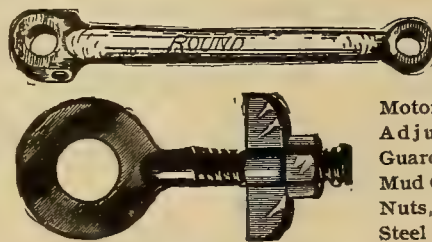
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All kinds motors repaired and sold.

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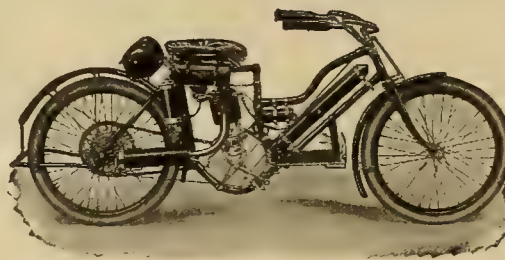
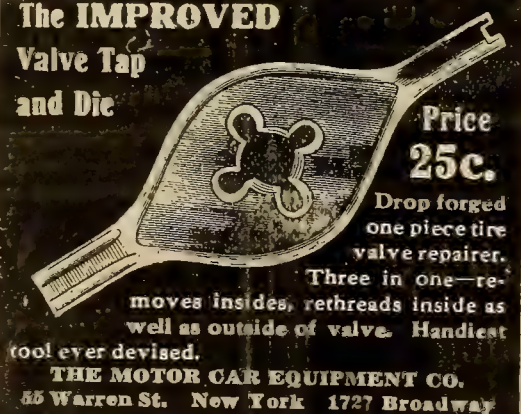
etc. Write for quotations. We do not sell to the dealer.

STEVENS & CO.
99 Chambers Street NEW YORK

NEW ERA AUTO-CYCLE

Two Speeds, Free Motor, Hand Cranked.
Manufactured by

THE NEW ERA GAS ENGINE CO.,
2 Dale Ave., DAYTON, OHIO.

**The IMPROVED
Valve Tap
and Die**

Price
25c.

Drop forged
one piece tire
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Three in one—re-
moves insides, rethreads inside as
well as outside of valve. Handiest
tool ever devised.

THE MOTOR CAR EQUIPMENT CO.
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Mesinger Cavalry No. 3

Best Saddle for long distance.

H. & F. MESINGER MFG. CO.,
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The stone bridge is arched. The
steel bridge is trussed.

**IVER JOHNSON
Truss Bridge Bicycle**

has the arched truss. Everything
else about it just as perfect.

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Since 1904 the TORPEDO has entered
many Endurance Runs and in every event
has received a perfect score. Mr. Rider,
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MR. BERNHART SAYS—that the Jewell
car which went through the 2,600 mile Glid-
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STA-RITE Spark Plugs

Get a set right away. They are "Guan-
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longer than any other plugs.

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Factory 201 37th St., Brooklyn, N. Y.
309 Fisher Bldg., Chicago, Ill.

**THE B. & S. MODEL "B"**

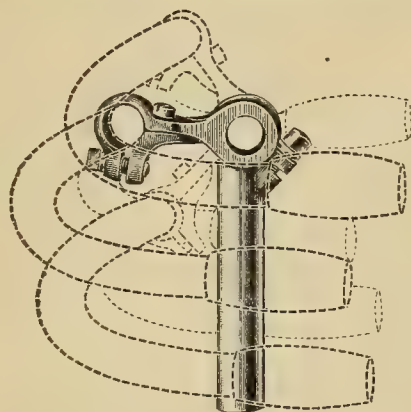
is the correct wrench for
your motorcycle. Write for
circular.

Empire Tires

WEAR LONGEST

EMPIRE TIRE COMPANY, Trenton, N. J.

BRANCHES—New York, Detroit, Chicago, Boston, Newark. AGENCIES—Atlanta, Ga., Dunham Rubber Co.; Atlantic City, N. J., Penn Auto Supply Co.; Buffalo, N. Y., Empire Sales Co.; Cleveland, O., Motor Supply Agency Co.; Denver, Colo., Denver Auto Goods Co.; Dallas, Tex., Munger Auto Co.; Jacksonville, Fla., Savell Rubber Co.; Los Angeles, Cal., Empire Tire and Rubber Co.; Minneapolis, Minn., Empire Tire and Rubber Co.; New Orleans, La., H. A. Testard; Norfolk, Va., Wm. H. Grover; Philadelphia, Pa., Penn Auto Supply Co.; Pittsburg, Pa., Consumers' Auto Supply Co.; Portland, Me., James Bailey Co.; Providence, R. I., Waite Auto Supply Co.; St. Louis, Mo., Gorman Bros.; Savannah, Ga., Harris Tire Co.; Syracuse, N. Y., Central City Rubber Co.; Toledo, O., W. G. Nagel Electric Co.; Boise, Ida., Randall-Dodd Auto Co.; Kansas City, Mo., Auto Specialty Co.



ECHO

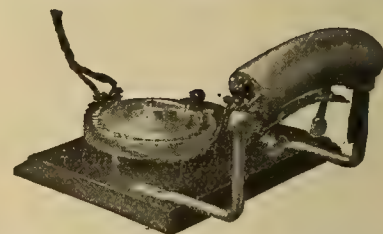
ADJUSTABLE
ALL-WAYS
HANDLE BAR
EXTENSION

Write for Prices

Forsyth Mfg. Co.
BUFFALO, N. Y.

SHALER

Electric
Vulcanizer



Our New Motorcycle Tire Vulcanizer is modeled after our Type C Auto Tire Vulcanizer. There are nearly 5,000 garages coining money with the Auto Tire Type.

Get wise, Mr. Motorcycle Man. Seize this opportunity to add to your profits.

The Only Motorcycle Tire Vulcanizer Made.
C. A. SHALER CO. Box F, WAUPUN, WIS., U.S.A.

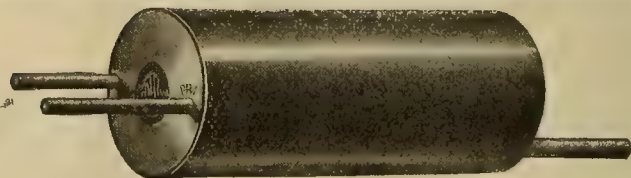
Air-cooled Cylinders for Motorcycles

are not the class of castings motorcycle manufacturers buy wherever they can get the lowest price. Experience has taught them that the cheapest are in the end the most costly. When again in market, try the foundry that has the experience, facilities and the "know how." There must be a reason why we make over 60% of the cylinders used on American built motorcycles.

**MANUFACTURERS
FOUNDRY CO.**

Box 6460

WATERBURY, CONNECTICUT



Pfanstiehl Motorcycle Coils
ARE GUARANTEED FOR FIVE YEARS

Exclusive equipment with discriminating manufacturers. Designed for use with either 2 or 3 dry cells.

Three Reasons—Indestructibility, Reliability, Price.

Pfanstiehl Electrical Laboratory, North Chicago, Ill.

"The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

The Very Best Value

Diamond

BICYCLE TIRES

To handle the Diamond line is a positive assurance of satisfied customers. Latest catalog on request.

The Diamond Rubber Co., Akron, Ohio

It was

NOT DUE TO ACCIDENT

that



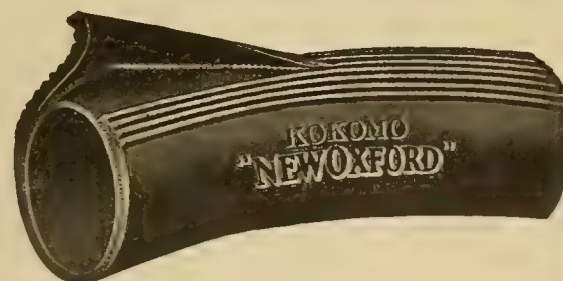
Kokomo Motorcycle Tires



made such a big "hit" immediately they were placed on the market. We knew they were right before we offered them for sale and extended use simply verified our knowledge. The fact that it was possible to make an anti-skid tread that would last, which first caused such wide comment, and induced other tire makers to "sit up and take notice," was succeeded by convincing proof that the lasting qualities of Kokomo tires as a whole are so much greater than all other tires as to place Kokomos in a class by themselves. They point the way to avoid tire trouble and to reduce tire expense. Unless you are easily dissuaded, you can have Kokomo tires fitted to your motorcycle without extra cost. As for



Kokomo Bicycle Tires

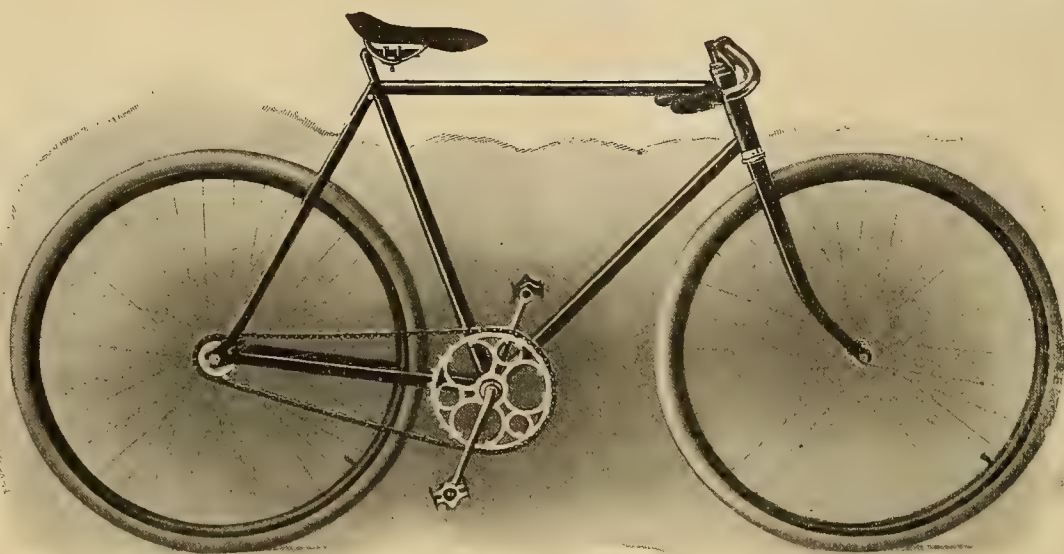


the cycle trade and the cycling world long ago learned that they represent extraordinary values.

KOKOMO RUBBER COMPANY
Kokomo, Indiana

New 1910 Crown Bicycles

ARE NOW READY



Crown Quality is there
the same as ever.

Additional refinement of design make the line more than ever attractive.

Graceful lines, easy-running qualities and superb finish are distinctive Crown features that catch the eye of prospective buyers.

Our policy to live bicycle agents is equally interesting. Crown bicycle agents stick.

There is a reason and a mighty good one, too. Why not get in line—**now**—and write us.

GREAT WESTERN MANUFACTURING CO., Laporte, Ind.

Walthour & Hood, Atlanta, Ga., Southern Distributors.

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—
STANDARD RUBBER PEDALS

—
SAGER TOE CLIPS

CYCLE AND MOTORCYCLE TYPES

—
BREECH-BLOCK SPARK PLUGS

ALL are necessities; all
all are ready sellers
and in continued demand.
All are top-notchers. No
stock is complete without
them.

■
QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

1910 Pierce Motorcycles

GOOD MARGINS TO DEALERS

Advance Catalogue Ready

ASK FOR IT

THE PIERCE CYCLE CO., Buffalo, N. Y.

INCLUDE

4 Cylinder with
2 speed, free
engine. List

\$350.⁰⁰

Single Cylinder
with ball-bear-
ing motor, mag-
neto ignition and
belt drive. List

\$250.⁰⁰

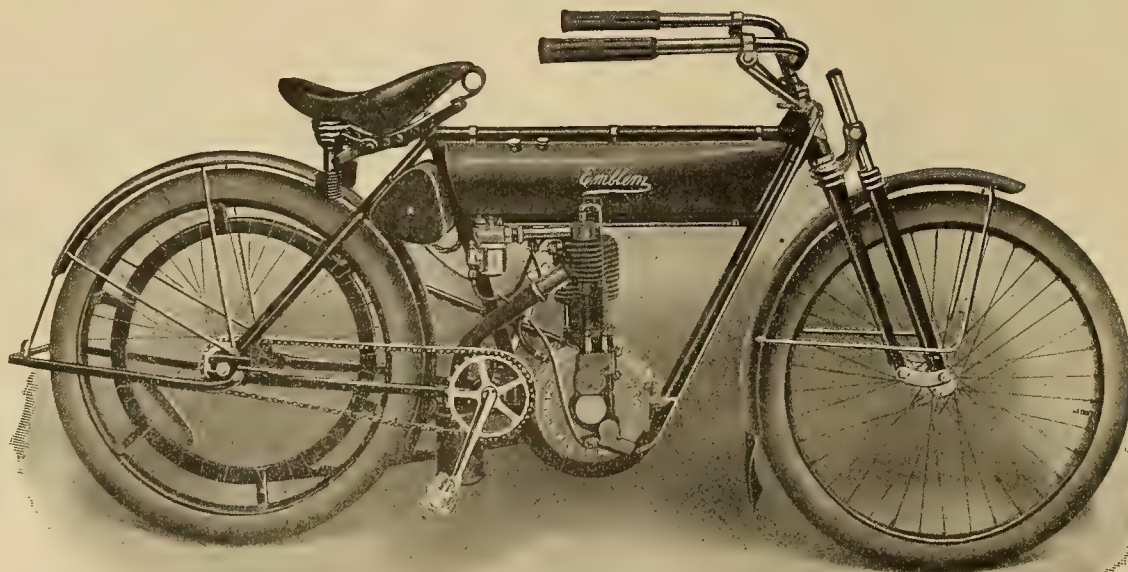


LARGE CYLINDER
DIMENSIONS IN
BOTH MODELS

THE APPEALING FEATURES (and there are lots of them) OF EMBLEM MOTORCYCLES

will be more conspicuous than ever in the 1910 models and the addition of a 7 horsepower "twin" will round out the line.

3 $\frac{1}{2}$ Horsepower
Single Cylinder
4 Horsepower
Single Cylinder
7 Horsepower
Twin Cylinder



Placing Agen-
cies now.
WANT ONE?
It is the best
motorcycle
proposition
of all.

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington.

986 BICYCLE DEALERS
WHO DID NOT SELL

Diamond Bicycle Tires

IN THE 1908 SEASON HAVE
SOLD THEM THIS YEAR

They will all handle the Diamond line again next year.
Our list will keep on growing.

We don't lose bicycle tire customers.

One big reason for it is that values are now scrutinized
more closely by the progressive men of the trade
and by the consumer, than was true at one time.

The Diamond 1910 line is interesting to those who desire
to do business on such a basis.

C O R R E S P O N D E N C E S O L I C I T E D
S A M P L E S O N R E Q U E S T

THE DIAMOND RUBBER CO., Akron, Ohio

Morgan & Wright Motorcycle Tires for 1910

During the coming year, Morgan & Wright motorcycle tires will be furnished either as regular or optional equipment on practically every machine made in this country.

Besides the superior merit of the tires, proven time and time again by their performance on road and track, this fact should also appeal to the man who is selecting his tire equipment—Morgan & Wright have more branches and agencies scattered thruout the country than any other motorcycle tire maker. These branches carry constantly a complete stock of all sizes and treads, so that your requirements can be filled immediately.

MORGAN & WRIGHT, Detroit

Buffalo, 379 Washington St.
Syracuse, 214 S. Clinton St.
Rochester, 24 Exchange St.
Pittsburg, 913 Liberty Ave.
Cincinnati, 717 Main St.

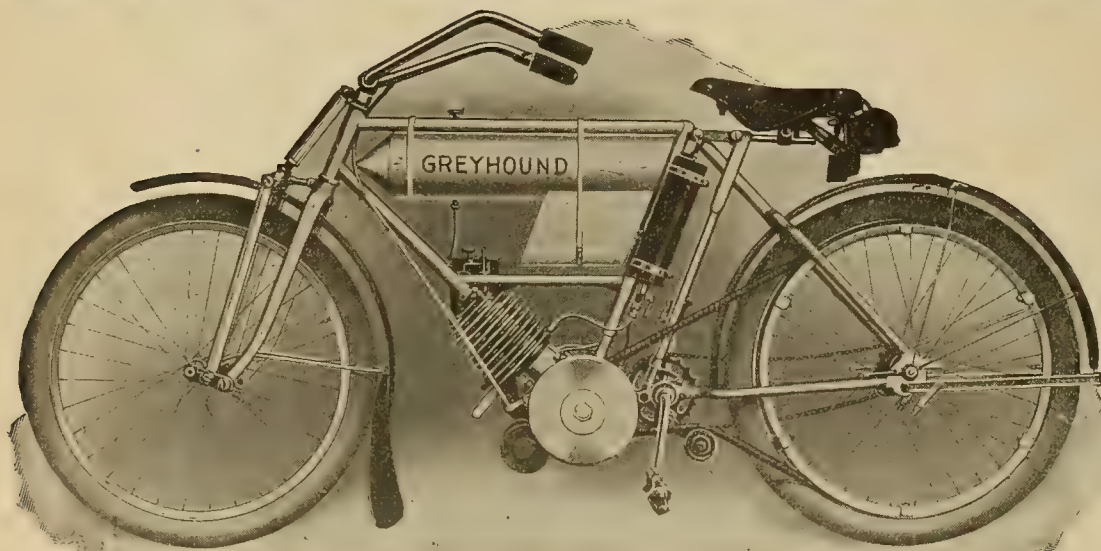
Cleveland, 2048 E. Ninth St.
Atlanta, 50 N. Pryor St.
Chicago, 81 Michigan Ave.
Minneapolis, 911 First Ave. S.
Milwaukee, Cor. 4th and Prairie Sts.

MORGAN & WRIGHT OF NEW NEW YORK:
Boston, Motor Mart.

Kansas City, 605 E. 15th St.
St. Louis, 538 N. Vandeventer Ave.
Denver, 16th and Broadway.
Portland, 86 Sixth St.
Los Angeles, 1108 S. Main St.
San Francisco, 569 Golden Gate Ave.
Philadelphia, 123 N. 13th St.

New York, 1849 Broadway.

THE SPLENDID GREYHOUND FOR 1910



will make its first formal public appearance at the Atlanta Show.

Later it will be seen at the big shows at New York, Chicago and Boston.

It will appeal most forcibly to the "men who know."

It is designed by a real designer and built without limit as to cost.

It is clean-cut, modern, efficient and without a doubt the most comfortable motorcycle to ride in the whole wide world.

The GREYHOUND SHOCK ABSORBER and Cushion Front Fork make it so. Catalogue free. Agency correspondence invited.

GREYHOUND MOTOR WORKS, 1443 Niagara St., Buffalo, N. Y.

Member Motorcycle Manufacturers' Association.

Selling Agents, Metropolitan District—THE BROWN-DEWEY CO., 1697 Broadway, New York.

A Timely Reminder

FAY JUVENILES FOR THE HOLIDAY TRADE



Every Boy and Every Girl Would Prefer a Bicycle for a Christmas Present Ahead of Anything Else

FAY BICYCLES for boys and girls sell the year round, but at Christmas time there is always a big jump, and many of our dealers year after year do a surprisingly good business. Some do much better than others—they are the ones who keep the opportunity in mind and make the most of it. If YOU are not one of these, why not make a special effort this year? The first thing to do is arrange for a supply of Fays to reach you just as soon as the Holiday buyers begin to “look around.” The secret of Holiday sales is to have the goods in stock, well displayed for inspection and for immediate delivery. About November 15th begin sending out mailing slips with cuts of the bicycles and reading matter pointing out the desirability of a bicycle as a Christmas present. We will supply the cuts.

Fay Juveniles are made with 20 inch, 24 inch and 26 inch wheels. If you don't already handle them let us send you catalog and dealer's prices.

For This Trade It Is Time To Start Now

THE POPE MANUFACTURING CO., Hartford, Conn.

FISK TIRES

FOR

Bicycles and Motorcycles

but like Tennyson's brook—FISK QUALITY goes on forever. FISK on your tires means, always—reliability.

THE FISK RUBBER COMPANY, Chicopee Falls, Mass.

Branches in
seventeen cities.

In the heyday of the "wheel"—before motor cars became the toys of the wealthy—the name FISK on Bicycle Tires was a synonym for supreme quality. To-day FISK still represents all that is worthy in Bicycle and Motorcycle Tire construction.

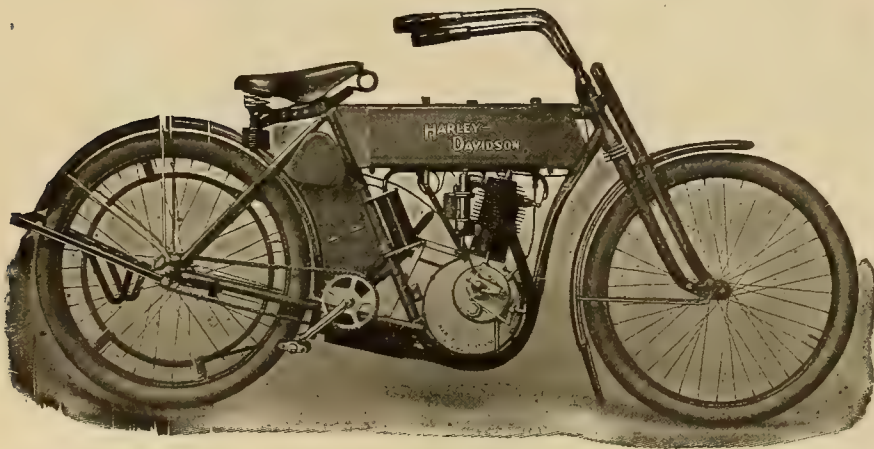


Times
have changed,

Insure Yourself Against "Come-backs"

There is no better way of doing it than by obtaining the
HARLEY-DAVIDSON AGENCY

if someone else already has not obtained it.



"Comebacks" are the costliest items attending the sale of motorcycles. It means loss of time, money and temper when a customer constantly is coming back to have his machine "tinkered with" or "made right." There is precious little of that sort of thing attending the sale of Harley-Davidsons. They are "made right" at the factory and in consequence "make good" on the road.

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.

If you have never tried it,

Put a Persons Saddle

on any bicycle that is within your reach and note the improvement in its appearance.



The superiority of the Persons is so great that it is apparent at a glance and what is more to the point, it is as good as it looks. It is a silent salesman in itself.

Catalog illustrating the complete line sent on request.

PERSONS MANUFACTURING COMPANY
Worcester, Mass.

TROXEL SADDLES

THEY HAVE NO EQUAL AND CANNOT BE IMITATED

The OLDEST and by far the LARGEST manufacturers of Bicycle Saddles in business today. Troxel Saddles are very exclusive on account of the superior workmanship, quality and finish and up-to-date ideas which they contain.



**TROXEL EAGLE
MOTOR SADDLE**

Length, 13¼ inches.
Width, 12 inches.

Troxel Saddles

add the real finish to the motorcycle or bicycle. No mount complete without them.

Troxel Saddles lead. They are of the ag-



**EAGLE CLIMAX
BICYCLE SADDLE**

Length, 12 inches.
Width, 9½ inches.

gressive type, always forging to the front, with the good points sticking out all over them. Be with the quality riders and have TROXEL SADDLES. Write for descriptive catalog to

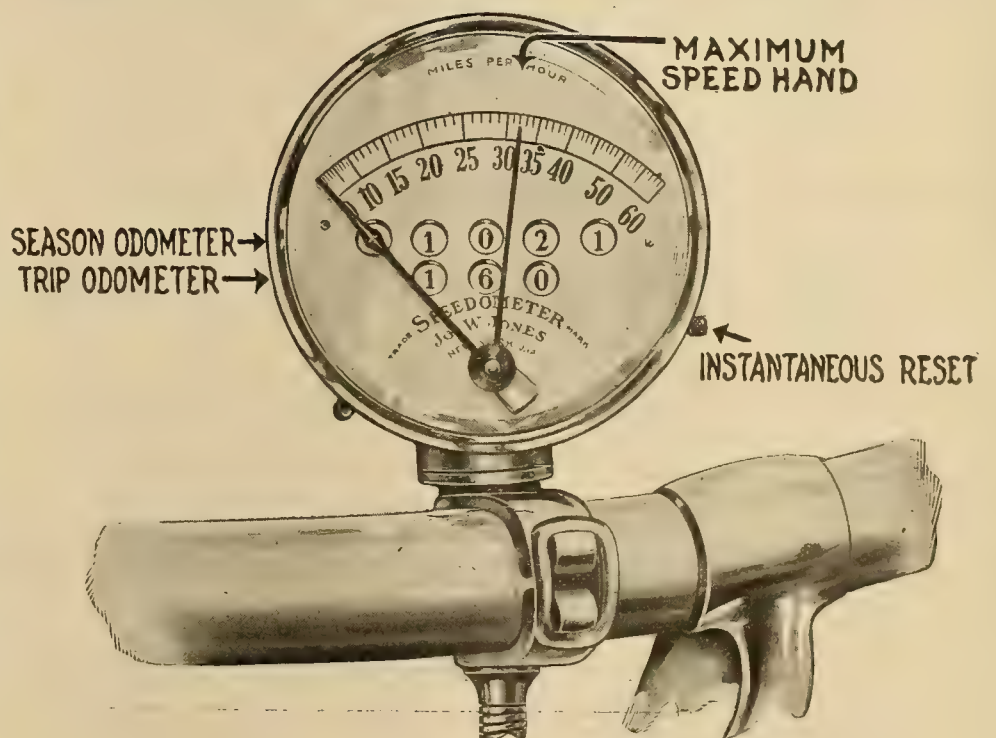
THE TROXEL MANUFACTURING CO., Elyria, Ohio, U. S. A.

EQUIP YOUR MACHINE WITH A Jones SPEEDOMETER

You will never realize the full enjoyment and pleasures of motorcycling until you use an accurate and reliable speed indicator—a JONES SPEEDOMETER. It tells your speed with unerring accuracy. It tells your distance. It protects you from unwarranted arrest. It is really the most necessary part of your equipment.

The Jones is attached to the HANDLE BAR directly IN FRONT of the rider. Substantial brackets that will hold. Positive and immediate indication of every change in speed. Season and Trip Odometer WITH INSTANTANEOUS RESET—invaluable when touring. Indicating hand WILL NOT “run over” speed scale on dial. ABSOLUTELY STEADY. Proper fittings for ALL STANDARD machines.

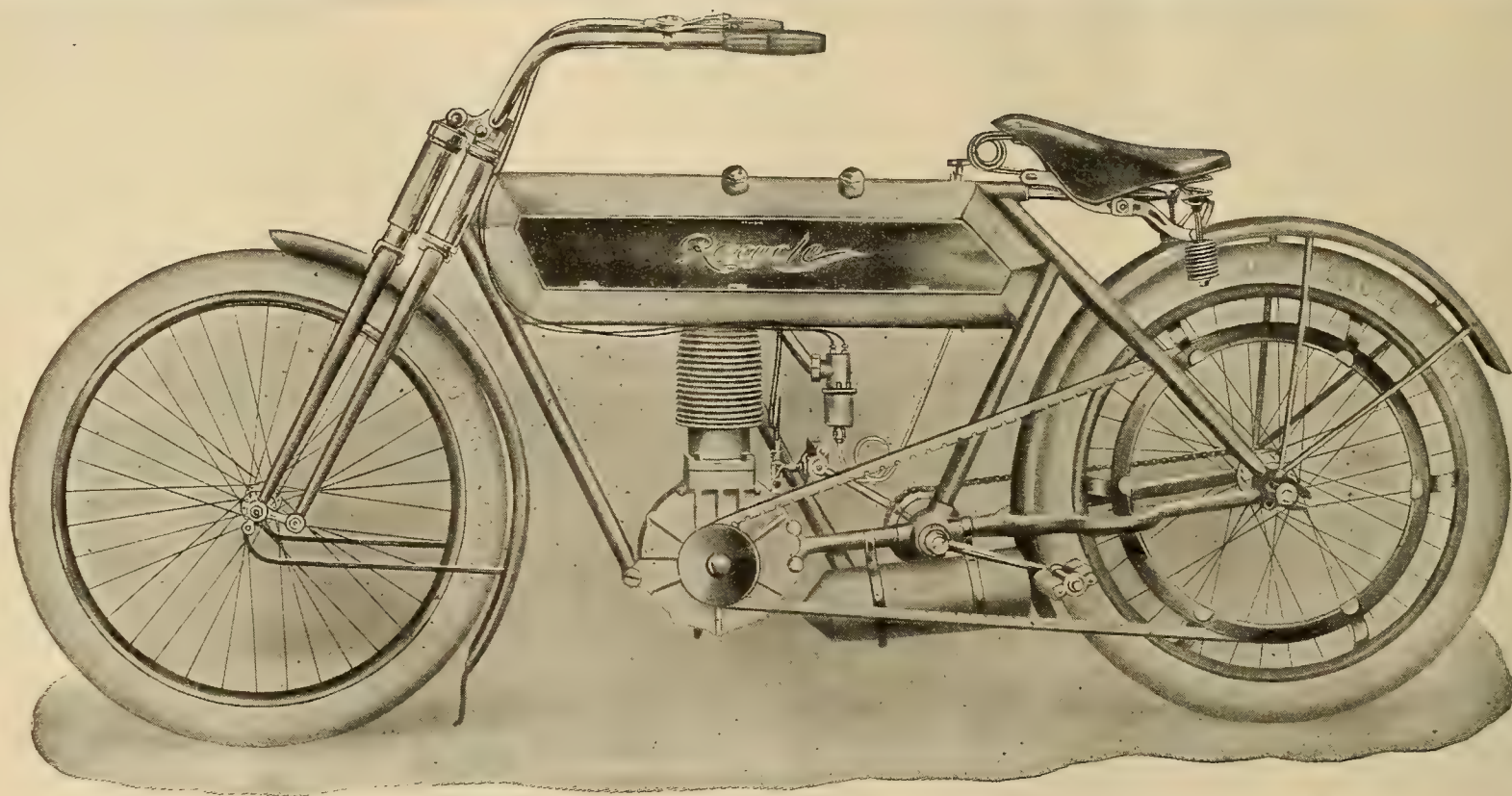
*Write to-day for particulars
and descriptive literature.*



Model 32, 60 Mile Scale, Maximum Hand. Price, \$25.

JONES SPEEDOMETER DEPT. UNITED MANUFACTURERS, INC.
Broadway and 76th Street, New York

HERE IT IS!
The 1910
Racycle Motorcycle



The Motorcycle That IS a Motorcycle

Note the Beautiful Lines of the Frame!
Note the Comfortable Riding Position!
Note the Low Frame Construction!

Four Horsepower Engine
Emergency Gasoline Tank

Imported English Carburettor
Improved Musselman Coaster Brake

Write for full particulars and agency proposition. Closing agencies everywhere every day.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

New York, U. S. A., Saturday, November 6, 1909.

No. 6

NEW MOTORCYCLES AT ATLANTA

Exhibits at Southern Show Will be First Display of Several 1910 Models—Who Will be There.

Atlanta being so far removed from New York and Chicago, the recognized show centers, the first appearance there of a number of the 1910 motorcycles will rather upset the usual order of procedure. The new models will be disclosed in the Georgia metropolis in the motorcycle section of the first national automobile show, which was undertaken by the National Association of Automobile Manufacturers in response to strong pressure from the South and which will be inaugurated this evening and continue during all of next week.

Nine exhibits will constitute the motorcycle section, as follows:

Hendee Mfg. Co., Indian motorcycles.

Aurora Automatic Machinery Co., Thor motorcycles.

Harley-Davidson Motor Co., Harley-Davidson motorcycles.

Excelsior Supply Co., Excelsior motorcycles.

Greyhound Motor Works, Greyhound motorcycles.

Merkel-Light Motor Co., Merkel and Light motorcycles.

Consolidated Mfg. Co., Yale motorcycles.

N. S. U. Motor Co., N. S. U. motorcycles.

Milton W. Arrowood Co., N. S. U. motorcycles.

Practically all of the new machines staged will be marked by some new features, chiefly minor ones, and at least one of them, the Greyhound, will differ wholly, both in design and construction, from its predecessor. The new Yale twin will be shown for the first time and the Indian line will be distinguished by a new trussed spring fork of the four-leaf variety and an automatic lubricating device, among other things. The Thor IV., a single cylinder model, which is expected to make folks "sit

up and take notice" is another of the notable creations which will make its debut at the Atlanta show.

Buckeye to Open in Akron.

The Buckeye Motor & Cycle Co., capitalized at \$5,000, has been organized in Akron, O., and has incorporated under the laws of that state. Its officers are: A. L. Bertele, president; E. C. Gammeter, vice-president and general manager; L. B. Lyman, secretary; M. E. Metzger, treasurer. The company has secured the agencies for the Indian and Merkel motorcycles and will also handle bicycles and sporting goods. It will open for business about January 15 at 262 South Main street.

Fisk Creates a New Office.

In order better to care for their Pacific coast trade, the Fisk Rubber Co. has created the office of Pacific coast manager and filled it by the appointment of B. H. Pratt, who will make his headquarters in San Francisco. Until chosen for the new position, Pratt was located at the Fisk factory as assistant to H. G. Dunn, president of the company.

Baltazor Sells to the Schons.

John Baltazor, Aurora, Ill., has disposed of his motorcycle business to Charles and Lee Schon, formerly of Galesburg, Ill. Baltazor is reputed to have started in business with \$150 and with what he accumulated by his industry and from the sale of his establishment, he is said to have a snug nest-egg.

Logue Acknowledges Bankruptcy.

William H. Logue, Jr., dealer in bicycles, 931 North Broadway, Baltimore, Md., last week filed a voluntary petition in bankruptcy. His liabilities are \$4,686 and assets \$2,714.

Autocycle Incorporates in Ohio.

The Autocycle Co., Salem, Ohio, has been incorporated under the laws of that state, by R. W. Campbell and others. It is capitalized at \$1,000.

TO CELEBRATE TIRE'S BIRTHDAY

Great Britain Finds Excuse to Honor Promoter Du Cros—Inventor Dunlop Overlooked and Kept in Background.

In Great Britain when a youth reaches the age of 21 it appears to be such an uncommon event as to call for brass bands, roman candles and skyrockets. The young man or ma and pa are so proud of his accomplishment that usually they bid his friends to gather and help eat the fatted calf and see the fireworks sputter. They call it a "coming of age" celebration and they rejoice as much as little Lottie, aged 6, rejoices at her "birthday party."

Taking a leaf from such family proceedings, the festive Britons now have well in hand a project of the sort designed to celebrate the "coming of age" of the pneumatic tire, which was patented in 1888. Of course the tire itself cannot bid anyone welcome or do any celebrating or acknowledge any gifts, so of course someone has been selected to receive the honors; and, strangely enough, it is not the inventor of the tire who will receive them, but the man who became a millionaire as the result of the invention—Harvey Du Cros, Sr.

James Boyd Dunlop, the Belfast veterinary, whose ingenuity gave to the world the revolutionizing tire and who though old, is active and very much alive, appears to have been almost forgotten in the arrangements making for the celebration. His name or fame is not mentioned in any of the circulars bearing on the affair. DuCros is made to appear the "whole thing." The project, in the furtherance of which committees have been acting in various parts of the kingdom, will culminate in a \$6 per plate banquet at Hotel Cecil, London, on the evening of November 19, at which Mr. DuCros will be lauded and acclaimed and presented with a casket of silver, or a "solid silver gilt casket," and a signed address of congratulation.

Mr. DuCros is the gentleman who undertook the promotion of the original Dunlop Tire Co., then capitalized at but \$125,000, and who floated it so successfully that after a short period of skepticism and rebuffs he simply sailed to fortune. His experience on the financial seas then stood him in good stead, for some of the water which he then shipped later was turned into the proper channels and washed out bright jingling coin. Mr. Du Cros boosted the capitalization to lofty heights and all the while he maintained an industrial monopoly the like of which seldom has been seen. He set the price for pneumatic tires—a good, stiff price—and he kept it there, and the British cycle trade and public paid it. He didn't mind the wry faces he caused. He let no guilty dollar escape.

In the great joy incident to the tire's "coming of age," all this, however—also Inventor Dunlop—has been forgotten, and the celebration will be a token of "appreciation of the unique services rendered to the cycle and motor industries by Mr. Harvey Du Cros, J.P., to whom belongs the credit of turning to every-day use and commercial account the crudities of the Pneumatic Tire," to quote the language of the official circular, which continues:

"The creation of this industry, which now provides employment for many thousands of people throughout the different countries of the world, was primarily due to his wonderful foresight in estimating the value of the invention, and to his great perseverance in the face of extraordinary difficulties. Although the great part the pneumatic tire has played in the extension of the cycle and motor industries, and the popularizing of both pastimes is now realized and fully appreciated, this great achievement has yet to receive specific public recognition."

Goodby Moves to Larger Quarters.

Due to the large increase of his business, Albert E. Goodby, the Providence (R. I.) jobber, has removed to 57 Washington street, that city, where he has obtained the "elbow room" which he required. While he will continue to give strict attention to bicycle and bicycle supplies, Goodby now will add motorcycle and automobile accessories to his stock.

Kearney "Takes on" Motorcycles.

G. P. Kearney, 614 North Basin street, New Orleans, La., who has been handling stationary gas engines in that part of the country, has quite naturally gravitated to the sale of motorcycles. He has taken on the N. S. U. line.

Texas Store Changes Ownership.

The Beaumont Cycle Co., Beaumont, Tex., has been succeeded by the White Cycle Co., which is continuing the business at 639 Pearl street. In addition to bicycles, the N. S. U. motorcycles are being carried.

REDUCING MOTORCYCLE NOISE

Fashioning an Efficient Muffler not so Easy as It Appears—What Can be Done in that Direction.

When it is desired to muffle the exhaust gas of a motorcycle more than the maker of the machine intended it to be muffled, the most natural thing in the world is to supplement the existing muffler by adding a second one directly connected with it, but the most obvious procedure is not always the best procedure. For, if by placing one muffler directly in the line of exhaust the natural sound of the discharged gases is reduced to one-half of its natural amount, it would seem that adding a second muffler exactly like the first one would have the effect of reducing the sound to one-quarter of its natural amount. And, indeed, with some types of muffler this might be the result. But a surprising diminution of power also will result, owing to the retardation of the flow of gas.

It must be borne in mind that the muffling effect is best secured when the pressure and velocity of flow of these gases are reduced by the combined effects of expansion and cooling. Many mufflers are built merely with the idea of checking the rate of flow of the gas without affording it sufficient opportunity either to expand or to be cooled by contact with the outside and air-cooled walls of the muffler. Obviously doubling the size of such a contrivance, or duplicating it, which amounts to the same thing, merely has the effect of throttling or choking down the flow of gas. What is required is to give it more room to expand and to direct it into contact with a greater amount of metal, which on its outer surface is directly exposed to the air.

One simple way of doing this is to use a second muffler in the way indicated, but to remove from the first one, that is to say, the one nearest the engine, all internal partitions or passages, leaving it a plain drum. It will then cool and expand the gases to such an extent that the regular muffler to which they are passed afterward, will perform its work to much better advantage than when working by itself. One point should be observed in making such an arrangement, however, and that is to avoid introducing a short-turn bend in the connecting length of pipe between the two mufflers. When this is done the partially muffled gases are prevented from escaping readily from the first chamber, and so counteract its effect.

A handy way of avoiding this difficulty where it is necessary to have the two mufflers lie side by side and close together, is to fasten them securely together, plugging one end of each, and cutting a hole in the wall of each so that the two will be connected at one end. By making the connect-

ing opening sufficiently large and using a liberal amount of asbestos packing between them to prevent leakage, free passage of the gases should be assured with the minimum or resistance to flow.

This method is outlined as being more convenient in many instances than to build an entirely new muffler along more generous lines than those of the original one. Where practicable, the latter method may be better, provided only the builder is sufficiently familiar with the principles of muffler construction to be certain of success. Contrary to general impression derived from an inspection of the internals of the average silencer, there is considerable art in fashioning a muffler which will muffle without choking the engine. Perhaps it is because of a lack of appreciation of this fact that so many machines require new mufflers in order to be brought to a state of what may be termed moderately silent operation.

Enfield Nearly Doubles Business.

Showing almost twice as much profit as last year, the annual report of the Enfield Cycle Co., Ltd., one of Great Britain's thriving bicycle manufacturers, discloses no interruption in the steady success which has been the portion of the company since its formation. The concern has a capitalization of approximately \$625,000, and its net profits for the fiscal year of 1909 are \$62,290, as against \$38,910 in 1908. Such is the company's conservative system of book-keeping that the figures given are truly "net," and are arrived at after all possible deductions for depreciation and other obscure charges. Not all of the profits are paid out as dividends, however, as \$15,000 has been turned into a reserve fund after paying the preferred shares 7 per cent. and the common stock 6 per cent. The generally healthy condition of the company is indicated by the fact that the net tangible assets almost equal the capital, being \$537,300 and the cash reserve fund is almost as big as the estimate of \$250,000 placed on the patents and good will.

Attractions Employed by Danvers Dealers.

W. J. Walker & Co., Danvers, Mass., who handle bicycles and motorcycles, are employing a plan to attract to both. In their show window they have a cut-away motorcycle operated by electricity and on the floor of their store they have a couple of hometrainers on which bicycle races are ridden several times each day. The resulting "action" has drawn large crowds.

French Motorcycle Business Gone to Seed.

France's motorcycle business appears to be in a bad way. For the first six months of this year that country exported motorcycles to the value of but \$41,800 as against \$390,800 during the first half of 1906. Its imports of motorcycles have shrunk to almost nothing—\$1,200 during the first six months of the current year.

RULES FOR OFFICE AND FACTORY

Designed to Fit Both Boss and Employee—
Guide by Which They May Help
Each Other.

For the Employee.

Don't lie as it wastes my time and yours. I am sure to catch you in the end and that is the wrong end.

Watch the work, not the clock. A long day's work makes a long day short and a short day's work makes my face long.

Give me more than I expect and I will pay you more than you expect. I can afford to increase your pay if you increase my profits.

You owe so much to yourself that you cannot afford to owe anyone else. Keep out of debt or keep out of my office. Debts lead to dishonesty.

Dishonesty is never an accident. Good men, like good women, pass temptation when they meet it.

Mind your own business and in time you will have a business of your own to mind.

Do nothing here that hurts your self-respect. The employee, willing to steal for me, is capable of stealing from me.

It is none of my business what you do at night, but, if late hours and dissipation affects your work next day and you do half as much as I demand, you'll last half as long as you expect.

Don't tell me what I like to hear but what I ought to hear. I need no valet for my vanity. I need one for my dollars.

Don't kick if I kick. If you are worth correcting, you are worth keeping. I don't waste valuable time cutting specks out of rotten apples.

For the Boss.

Remember the success of your enterprise depends largely upon your example.

If you are careless with little things, if you are close in your practices, if you do mean things, you may rely upon it your employees will copy you.

Kindness wins kindness, love wins love; if you are generous and charitable, if you set a good example, you will have an esprit de corps in your employees that will be of incalculable value.

Employees deeply appreciate consideration, and especially the little kindnesses which are what may not exactly be called practice.

Be not too far aloof; be head and shoulders above those working under you; stand out just far enough above them to be recognized as a commander.

Say "we" rather than "I." Talk with your employees rather than down to them. Make every individual under you feel that he is a part of the institution and an element in its success.

If you show your heart to your employees, and are concerned in the things that

are not necessarily business you will be repaid a thousand-fold in loyalty and willingness on the part of the employee.

You cannot run the whole business yourself; you must depend upon willing hands; you must have willing hands yourself.

You should know about the things you ask others to do.

Your employees will watch you and copy you, and where there is a hard-working employee you will generally find a hard-working boss.—The Co-operator.

Empire Evolves a New Tread.

Recognizing the trend toward the development of distinctive non-skid treads, the Empire Tire Co., of Trenton, N. J., have



brought out a new motorcycle tire, distinguished by a tread of the sort, the design of which is shown by the accompanying illustration. The Empire people designate it their Checkered Tread type. This latest addition to the non-skid family is of the same heavy moulded construction which has characterized the Empire line this year.

Removing Pulley Retaining Nuts.

Engine sprocket or pulley retaining nuts usually are difficult to make fit, especially when they are hardened, as this treatment contracts the threads somewhat and likewise are difficult to remove. The operation, however, can be performed much more easily if it is done with the chains or belt in place, as they help to prevent the engine from turning over when the wrench is applied to the nut. The compression also can be utilized to give resistance to the engine shaft, and if that is not sufficient, a screwdriver, or stick of wood placed through the rear wheel and resting on the stays will lock the entire transmission, provided the discs or belt are not loose.

To Make Old Tubes Useful.

In nearly all repair shops there are to be found a collection of old inner tubes which are beyond repair, and which are awaiting disposal to the junkman as scrap rubber, but which usually can be turned to advantage. Some of them contain rubber of good quality and frequently there are undamaged sections, which, with a small outlay of labor, can be made in patches during spare moments. All that is required is to procure some short pieces of tubing, of different diameters, grind or file one end to a cutting edge and punch out the patches. Then grind the edges and roughen one side on the emery wheel and they are ready for use.

TROUBLES WITH SPEEDOMETERS

Improper Attachment One of the Chief
Causes of Difficulties—The Proper
Way to do the Work.

Speedometer troubles largely are caused by the improper attachment of the instrument or fittings, and in a majority of cases the fault lies in the method of attaching the large gear to the road wheel. Either through ignorance or carelessness, this gear often is made fast to the wheel in a position eccentric to its axis, with the result that when the small pinion on the driving shaft is in mesh, and the wheel is turning, a whirring or intermittent grating noise is produced. This grinding not only is annoying, but also indicates that unnecessary and excessive wear is taking place between the teeth.

For wire wheels which are universally used on bicycles, motorcycles and tricars, the methods of attaching the large gear to the spokes are practically uniform, differing only in slight details, and the fitting is not a difficult operation. It goes without saying that the wheel should be trued up, before attempting to attach the speedometer gear, else it will be practically impossible to get the latter to run evenly. After the wheel has been trued, which perhaps can be accomplished most conveniently while it is in the frame, it should be removed, and the gear laid on it, and centered as accurately as possible with the eye.

This done the attaching clamps should be tightened moderately, and the distance between the inner rim of the gear, and the axle, or some point on the end of the hub shell, tested at four diametrically opposite points, with a calipers, to determine if the gear is accurately centered. If it is not, it should be tapped lightly with a hammer, at the proper points, being tested frequently, until all of the distances are equal, when the clamps should be tightened securely.

The clamps all should be drawn up gradually and in rotation, instead of tightening them fully and one at a time, for by the latter method, the gear is apt to be pulled out of line and some of the clamps snapped off by the unequal strain, or else those which are tightened first will be found to be loose when the last ones are drawn up. When the small pinion is being meshed with the large gear, a clearance of 1-16 inch should be allowed between the bottom of the teeth, to prevent the teeth riding on end and setting up a grinding noise. Grease should not be applied to the gears as it collects dirt which clogs the teeth and is apt to disturb the adjustment.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

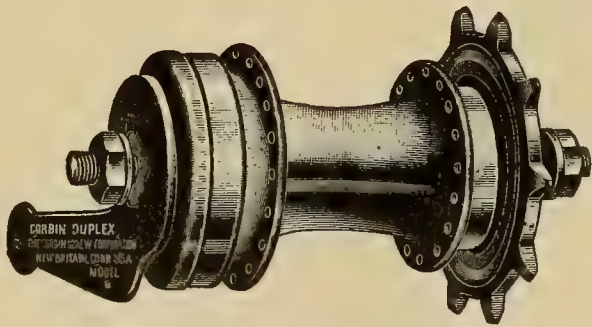
We Offer You a Choice

in both bicycle and motorcycle brakes, and as they all are

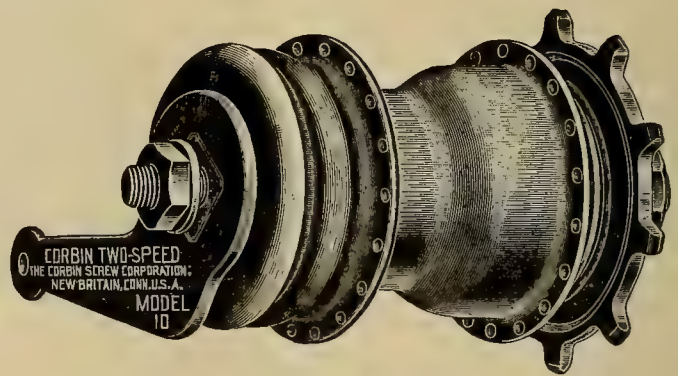
— CORBINS —

it goes almost without saying that they are right in every detail

FOR BICYCLES

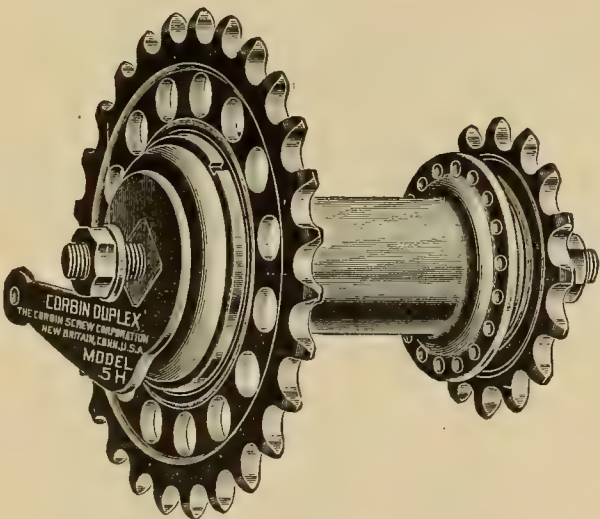


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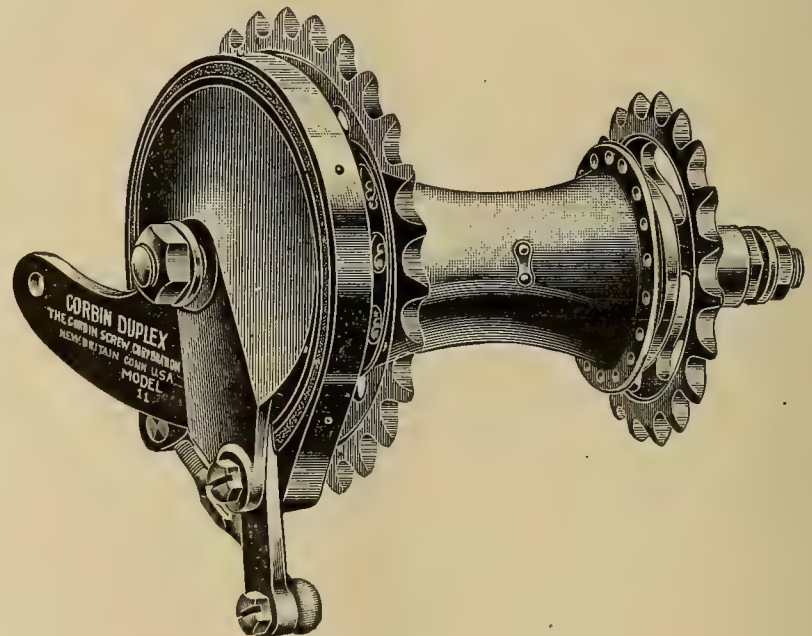


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FOR MOTORCYCLES



Standard



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Quotations on Request.

THE CORBIN SCREW CORPORATION

NEW BRITAIN, CONN.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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NEW YORK, NOVEMBER 6, 1909.

"Enclosed please find my check for another year's subscription for the Bicycling World and Motorcycle Review. This is my fifth year and I like the paper better than ever."—C. H. Danforth, Whittier, Cal.

Scorching and Its Effects.

It is hoped that no bad impression concerning the Syracuse Motorcycle Club has gone abroad, as its president, in another column, fears may be the case. One of the two items to which he refers was laudatory rather than otherwise—the one recording the fact that the club had instructed its captain to report second offenders against the speed law to the chief of police. It is a stern procedure which, if adhered to, quickly will subdue the scorches.

It is regrettable, however, that in defending a 23-mile an hour schedule for which it was responsible, the president of the Syracuse organization should bring to bear the fact that there is no legal limit to the speed of motorcycles in New York state. Technically, the assertion is correct, but if ever the point is emphasized in court or in the general press nothing is more certain than that a limit will be set so quickly and so distinctly and bring with it so many other restrictions that every motorcyclist who uses the roads of the State will feel the

effect. The remarkably generous law applying to bicycles, which has been extended to cover the power driven two-wheelers, forbids local authorities to restrict them "to a rate of speed slower than is allowed any other class or kind of vehicle," which language means by implication that they are not to be permitted faster speed than other vehicles; and the fastest legalized rate is twenty miles per hour in the open country. It is that rate which motorcyclists must respect if they do not wish to bring down the house upon themselves. The New York law is so generous—so very generous and unusual in all its terms that not even the spirit of it should be trifled with.

The Bicycling World is too old a bird not to know the full meaning of a 23-mile-an-hour schedule with a "moderate pace through towns." We have witnessed too much of it. "Twenty three" miles usually means thirty-three, when it does not mean forty-three, while the "moderate pace" means anything under twenty miles. Perhaps the Syracuse schedule was an exception to the rule and if so, we are sincerely glad of it.

The Syracuse club certainly is to be commended for having the moral courage to drop from its membership a man found guilty of offending the law. It is an example which other clubs will do well to follow. Too many of them, however, are given to the adoption of perfunctory resolutions expressing sympathy with the law, which resolutions are broken immediately the members disperse. We have witnessed that sort of thing, too.

Scorching is a serious matter that affects the life and well-being of every club, no matter where it may be located. Given free rein, it will kill nine clubs out of every ten in less than three years; and yet, it is a fact that the average motorcycle club run is an unholy scorch—an impromptu road race, with the officers too often leading the way. Unless it be the slipshod attire and appearance of the scorches, nothing has done more to make motorcycling and motorcycle clubs unattractive to a very desirable class of men; nothing has done more or does more to dishearten and repel the new rider and the new member and to reduce their interest and attendance.

Two years of scorching under the captaincy of a speed-mad enthusiast have reduced the New York Motorcycle Club, the oldest organization of the sort in the country, to such a state that following the ex-

pulsion of the offender, a few conservative old members and stand-bys have had to rush to the rescue to save the club from going to pieces, and these rescuers came only after other conservatives had resigned in disgust.

Unless suppressed, scorching will bring any other organization to the same state. And let none deceive themselves into believing that because motorcycle tragedies have been fewer than automobile fatalities it has any significance or bearing on the subject. For automobiles are far more numerous and there have been three or four times as many motorcyclists killed this year as during all previous years combined. The number of accidents that did not result in death has been staggering. Only men in newspaper offices who have the run of the press of the entire country or who collect such statistics have any idea of the true extent. And for probably 90 per cent of the accidents, speed, that is, scorching, has been responsible.

From several directions come reports of chestnut runs engaged in by both bicycle and motorcycle clubs; in one instance "scouts" were sent out the day before to locate the woods in which the nuts were most abundant. It is this sort of event that makes club runs and club life worth while. It is unfortunate that there are not more of them, that is, more runs with an object, not necessarily the gathering of chestnuts nor restricted to the chestnut months, but runs which have for their object more than the mere rotation of pedals or the consumption of gasoline—the mere rush to a given destination and a rush home. It is not too late to hope that some day, somewhere there will arise a club whose slogan will be "Runs with an Object." The woods and fields, the mountainside, the sea, the river and the pages of history all are rich in the makings of such runs.

At the pneumatic tire's "coming of age" celebration, it is to be hoped that some one will find it convenient to filch a spoon from the casket of silver which is to be presented to Promoter DuCros and tender it to Inventor Dunlop. The promoter having reaped the millions, it would seem that the man who performed such a trifling service as the invention of the tire itself should be remembered to the extent of at least a souvenir spoon.

A pint of gasoline in the tank is worth ten in the garage.

CORRESPONDENCE

Syracuse Club Explains Its Position.

Editor of the Bicycling World:

I would like to correct a bad impression that may get abroad about the Syracuse Motorcycle Club from two of your recent articles.

Before our reliability run Captain Fenner warned all participants to keep within the speed limits when passing through towns and villages. There was a thorough understanding that everyone entering must go less than ten miles an hour through all towns and villages. There are two good sized cities on the route, Utica and Rome. I was in one large village, Oneida, and saw all the fellows going through, and without exception, they were going moderately.

Now as to a speed limit in New York state in the open country, I believe there is none for motorcycles; if that is so the speed limit could not be violated. The speed limit for automobiles, I am informed, is 20 miles an hour. Twenty-three miles an hour doesn't violate the automobile limit very much.

As for speeding and reckless riding in Syracuse, none of our members have been arrested for speed violations. One member who insisted on scorching and riding with an open muffler has been dropped from membership. Our captain, George Fenner, is a very careful rider, both in city and country, and his influence on the members is good. On the whole I don't think we compare unfavorably with other cities. I might say in addition, that there have been numerous fatal accidents from automobiles, but very few from motorcycles, if any.

FRED W. WALROTH,

President Syracuse Motorcycle Club.

What Ailed the Compensating Sprocket.

Editor of the Bicycling World:

I think the compensating sprocket trouble, which W. D. Pate, of Hartford, Ala., is having, and about which he recently wrote you, is identical with my experience with a $2\frac{1}{4}$ horsepower Indian, and perhaps my solution of the trouble will be of help to him also. If he will remove the inner ball race from the countershaft by means of a screwdriver or wedge, and grind the flat surface (against which the outer ball race comes in contact with), about 1-64 of an inch, I think that it will enable him to screw the outer race in far enough to take up the play and will remedy his trouble as it did mine, and also save him time and expense.

TROUBLE HUNTER.

Horrors! A British Record Questioned.

Editor of the Bicycling World:

In your account of the breaking of the kilometer record at Springfield, you cite the record made by Cissac at Blackpool in England, and this performance seems to

crop out oftener than most any other motorcycle performance that ever occurred, and, if the writer's recollection is not at fault, there is nothing in that even which should entitle it to the prominence it has received.

If you refer back to the accounts in the English papers of 1905, I believe that you will find not only that this was a straight-away record, which does not entitle it to comparison with track records, but you also will find that the course was down hill and that there was a fair breeze blowing with the rider.

The writer is not putting up a kick on your story, but would like to see that Cissac bubble pricked and dissolved into thin air where it belongs.

I might add that the freak machine that Cissac used is the same 14 horsepower monster now owned by Billy Wray.

HENDEE MFG. CO.,

W. F. Hapgood.

Securing Screw on Oil Plunger Rod.

When a thing is out of sight it usually is out of mind, until some trouble draws attention to the fact that it has been overlooked or neglected, as for instance, the screw which holds the leather packing and steel washer on the end of the oil pump plunger rod. This screw has a tendency to unwind occasionally and allow the rod to become detached from the washers and jump out of the pump barrel, if the machine is bobbing over the road. Then when the rider wants to oil up he is stranded. There is no reason why the screw should not be permanently fastened, as the only necessity for removing it is to renew the leather washer and this demand does not occur frequently. One way to prevent the screw coming loose is to clean all the oil off both it and the rod end with gasoline, heat them slightly in a blow torch or gas flame and tin the threads. Then after putting on the washers run the screw home and dip in water to cool. The job can be done without injuring the leather washer if care be taken. To remove the screw, heat the end of the rod slightly.

Why Float Chamber Requires Cleaning.

It is a good plan to thoroughly clean out the float chamber at least once during the season, for in spite of all precautions taken to strain the gasoline, a considerable amount of sediment will collect there and possibly cause many tantalizing stops to clean the spray nozzle or passages leading to it. The task is not difficult or disagreeable and will be found much more congenial to perform during leisure moments at home, rather than during enforced halts on the road.

Concerning the Care of the Lamp.

After lighting an oil lamp the wick should be turned down slightly below normal, until the lamp warms up, and then slowly raised to the proper height to give the best light without smoking. This can-

COMING EVENTS

November 6-13, Atlanta, Ga.—Motorcycle section, National Association of Automobile Manufacturers' first southern national show in Auditorium Armory.

November 9-13, Atlanta, Ga.—Motorcycle races on the new motor speedway; open.

November 12-13, Buffalo, N. Y.—Twenty-four hours bicycle race in 74th Regiment armory.

November 25, Augusta, Ga.—Augusta Motorcycle Club's Thanksgiving race meet at fair grounds track; open.

December 6-11, New York City—Sixteenth annual six days bicycle race in Madison Square Garden.

January 8-15, New York City—Motorcycle section, Association of Licensed Automobile Manufacturers' tenth annual show in Madison Square Garden.

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

not be determined while the lamp is cold. Much of the smoking and sooting of oil lamps is due to improper trimming of the wick. It often is needlessly trimmed, resulting in frayed edges and an irregular flame, when all the attention needed to give a clear flame is to draw the end through a cloth held firmly between the fingers. This will remove all carbon or burnt matter which might cause flickering. A good many lamps burn with a pointed flame instead of a broad, even one, because the wick is trimmed straight across, instead of being slightly dipped in the center. A new wick can be inserted easier after soaking in oil rather than before.

When a Motor Does Its Best Work.

Engineers have found, it is stated, that the greatest attainment of horsepower in the conversion of gasoline into work is when a temperature of 350 degrees is reached in the cylinders. Some have held that the hotter the engine the more efficient it was up to the flashing point of the lubrication. Ordinary lubrication flashes at 450 degrees and better lubrication at 480 degrees.

To Make Oil Lamps Burn Brighter.

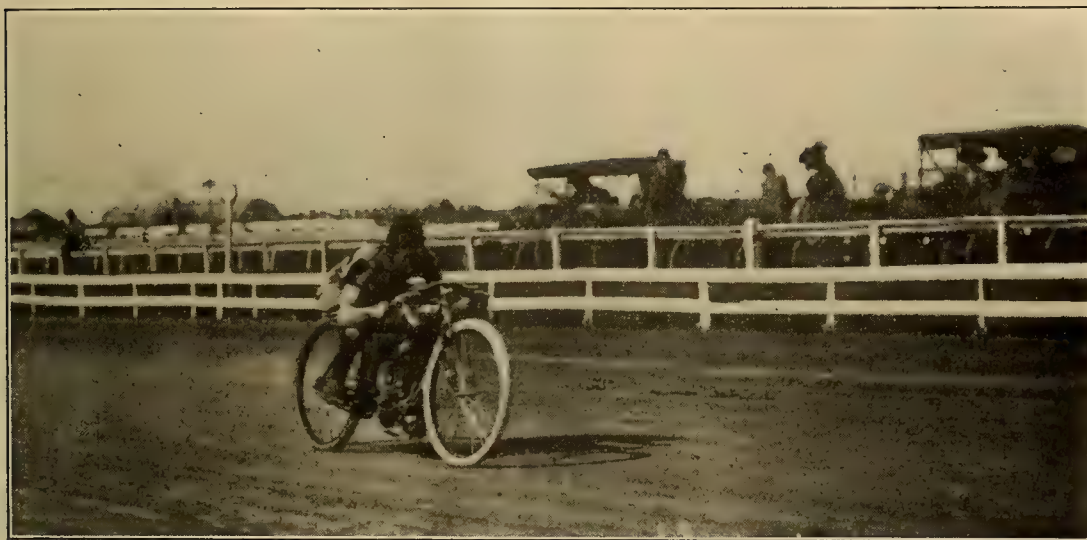
A small lump of camphor placed in the reservoir of an oil lamp is an old trick to improve the quality of the flame, but the addition to the oil of a few drops of vinegar from time to time will, according to a man who has tried it, serve the same purpose. A steadier and brighter flame is claimed to result from both of the devices.

STUBBS WINS SIX AT DALLAS MEET

Birmingham Professional Captures Every Event on Program—Local Riders Shy and Secure Only Poor Pickings.

Robert Stubbs, the Birmingham (Ala.), "pro," and E. W. Armstrong of Denver, Col., visited Dallas, Tex., on October 28, 29 and 30, and if the Texans are not now convinced of the advantages of including races for novices and private owners, or consolation events, in their programs they are difficult to convince. It was the second time within a year that Stubbs and Armstrong had descended on them and the

to extend himself much. The time was 5:29. Hurley (Indian) beat out Armstrong for second. In trying to arrange the handicaps to suit everybody, in the ten miles event, the race was long delayed and while there was plenty of talk there was no racing and the crowd got impatient and vociferously voiced its impatience. It finally was decided to give Armstrong the limit, one minute and seven seconds. Hurley got fifty and Stubbs was placed on scratch. Hurley was nailed in the fourth mile, but Armstrong made good use of his allowance and still was a quarter of a mile to the good at the beginning of the ninth mile. Stubbs opened up more in the last lap, however, and caught his man in the stretch, winning by a hundred yards in 9:50.



STUBBS DOING HIS 54 2-5 MILE ON THE DALLAS TRACK

pair again left only the scantiest of "pickings" for the local talent, which was very shy, the fields of starters being small. Stubbs won every event in which he started and Armstrong was a fairly consistent runner-up. Incidentally, they considerably increased the number of professionals that they are leaving in their trails.

The occasion was the three days race-meet held by the Dallas Automobile Club on the State Fair grounds track, the program including a number of motorcycle events for which cash prizes were offered.

The track was in fine shape, and large crowds attended the races on all three days. A distressing accident occurred on the opening day, when Eugene J. Marsh, a local rider, 19 years old, while turning a fast practice mile was thrown from his machine by the bursting of a tire and striking the fence, was killed almost instantly. The principal motorcycle event on the opening day was a ten miles free-for-all, and had only two starters, Stubbs (Indian), and Armstrong (Excelsior). Stubbs finished more than a mile ahead of Armstrong, turning every mile under a minute. His time was 9:45½.

On the second day the curtain raiser was a five miles lap race, with \$10 awaiting the winner of each lap, and \$50 for the race itself. There were three starters, and Stubbs gathered in all of the cash, without having

So-called mile time trials were the chief doings on the closing day. They were held in farcical style, each man being allowed to go two miles, with the fastest mile to count. Each of the three starters made better time in the second mile than in the first, and Stubbs headed the list with :54¾. Hashie, on a twin Indian, did :58½ as his best, and Armstrong (Excelsior), 1:02¾. No one else cared to try his speed at the distance. The summaries:

Five miles, open—Won by Robert Stubbs, Indian; second, E. W. Armstrong, Excelsior. Time, 4:57¾.

Ten miles, free-for-all—Won by Stubbs; second, Armstrong. Time, 9:45¾.

Five miles lap race—Won by Stubbs; second, F. Hurley, Indian; third, Armstrong. Time, 5:29.

Ten miles handicap—Won by Stubbs (scratch); second, Armstrong (1:07); third, Hurley (:50). Time, 9:50.

Five miles open—Won by Stubbs; second, L. Hashie, Indian; third, Armstrong, Excelsior. Time, 4:59¾.

Mile time trials—Stubbs, time :54¾; Hashie, :58½; Armstrong 1:02¾.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

THE REAL THING IN HILL CLIMBS

Empires Show How to Make Such Contests

Exciting—Lind Proves the Advantages of a Low Gear.

That cycling novelty still is possible again was demonstrated by the Empire City Wheelmen of Brooklyn, N. Y., when it held a hill climbing contest which, so far as can be determined, was the first event of the sort ever to be held, and which incidentally is the only way a contest of the sort can be made really interesting or exciting.

It had been announced that the contest last Sunday, 31st ult., would be a hill climb, but nothing was said of the manner in which it would be conducted. It naturally was supposed that, as usual in such affairs, each rider would make the ascent alone and, of course, be timed separately. Instead, however, the contest proved to be a handicap race up hill, the long, ungente Manhasset grade, on Long Island, being employed for the purpose.

Because of the numerous automobiles on the road the start was made only after several delays, with 26 riders lined up from scratch to 300 yards, Becht, Raleigh, Struber and Fisher making up the honor group.

In order to give the riders opportunity to get moving before striking the sharp incline the start was made one-half mile from the base of the hill and Becht lined out a fast pace for a quarter of a mile, when Raleigh took it up so vigorously that Becht and Struber were shaken. At the beginning of the incline Fisher went out and pulled the field, which had bunched half way up. Slowing a second to get his breath Fisher did not see Herman Lind jump, until a gap had been created. Raleigh finally pumped his lungs out in an effort to overhail him. Fisher, Goerke, Messimer and Demans taking advantage of his pace. Raleigh failed to overhail Lind, however, and Goerke nosed Fisher out of third place. Demans finished fifth. Lind rode a machine geared to 74 inches, the other choosing 84. Lind and Goerke had 80 yards handicap, Demans 230 yards, and Fisher and Raleigh started from scratch, as stated.

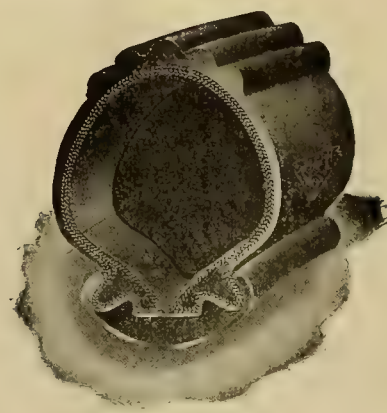
Last Sunday's race counted points toward the \$150 set of cups that the Empire City Wheelmen are offering to its speedy members, and with three races yet to be run, the score stands:

Franklin Fisher, 12 points; Matt Barnett, Herman Lind and Samuel Struber, 10 points each; Edwin Goerke, 9 points; John Becht, Henry Murphy and Thomas Kennedy, 6 points each; Patsy Demens and Walter Raleigh, 5 points each.

Tomorrow (Sunday) the monthly 15 miles handicap will be held in Brooklyn, to be followed by a 10 miles race. On the following Sundays, November 14th and 21st, the remaining cup contests at 25 and 10 miles, will wind up a busy season.

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The G & J Motorcycle Tire is admitted to be the safest contact with the rim, making it impossible to pull or roll off wheel and the inner tube cannot be pinched.

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G & J Motorcycle Tires are sold everywhere by all the leading manufacturers without extra charge or delay in shipment when specified.

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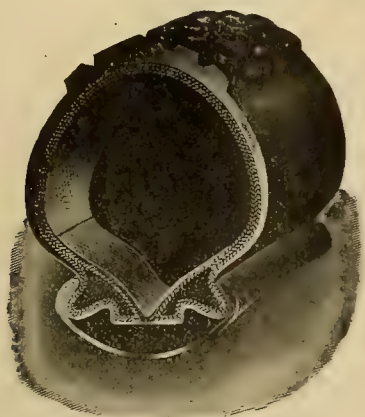
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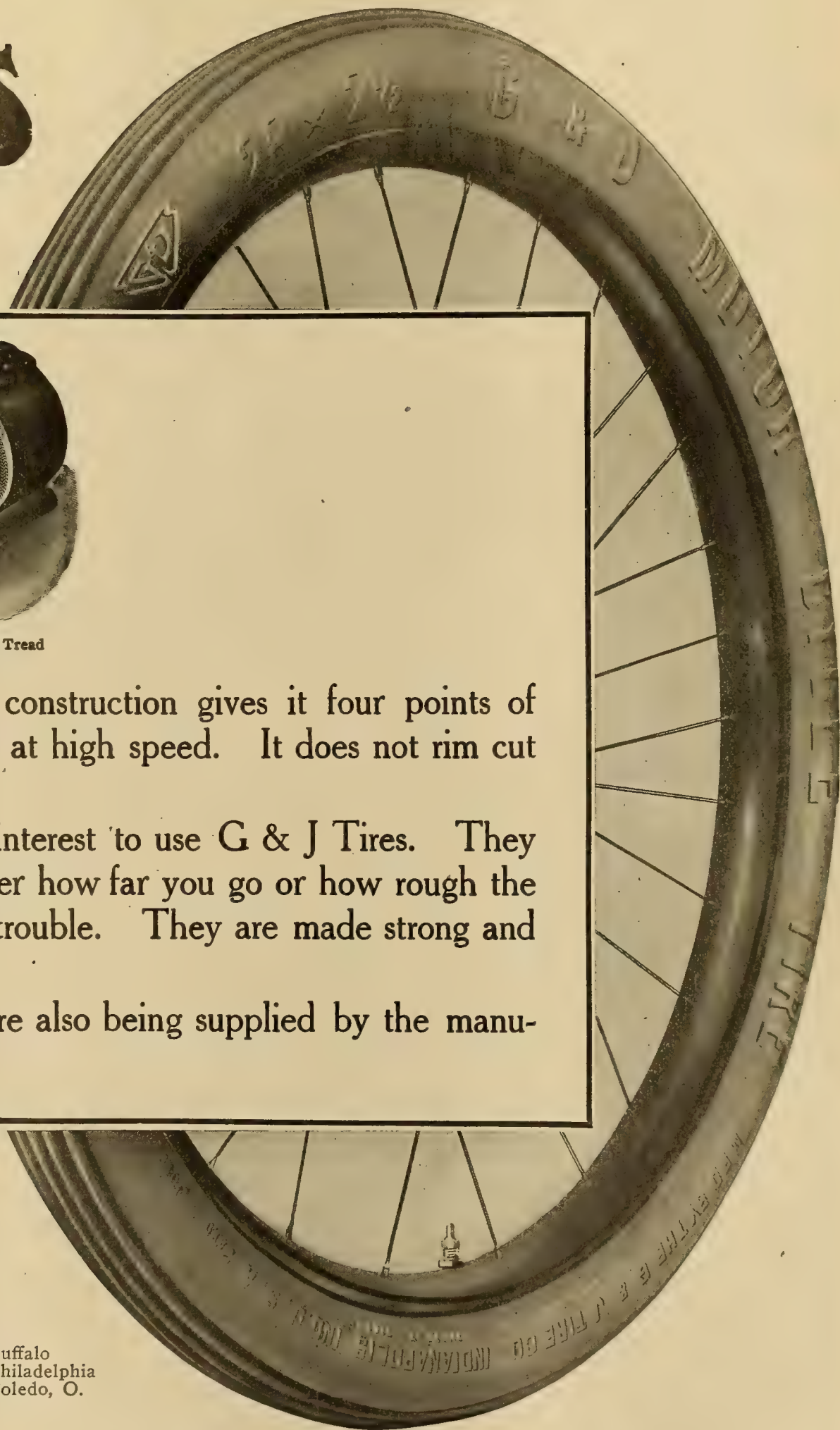
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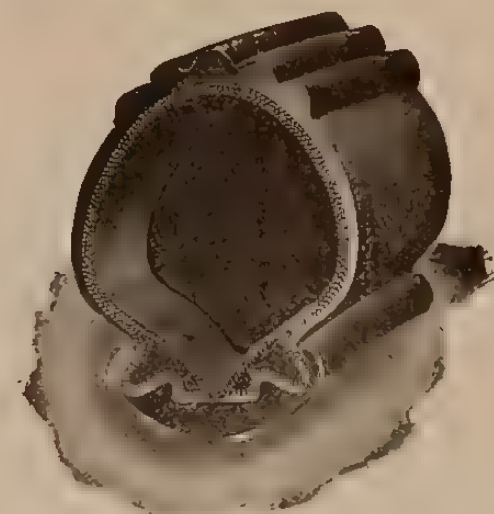
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MORE FUNDS FOR POPE MEMORIAL

Trade and Sport Both Represented in the Week's Subscriptions—Expressions that Accompanied Them.

Subscriptions during the week to the Bicycling World's fund for the erection of a memorial to the late Colonel Albert A. Pope brought the total amount to \$1,722.60.

Of the receipts for the week, \$100 was contributed by the New Departure Mfg. Co., of Bristol, Conn., which, through De Witt Page, secretary, writes: "We appreciate very much what you are doing in erecting a memorial to the late Colonel Albert A. Pope. His name means very much to those connected with the bicycle industry."

Theodore F. Merseles, now the general manager of the big National Cloak and Suit Co., who, in the earlier years of the bicycle, was one of the powers in the famous Hudson County Wheelmen of Jersey City, and later sales manager, respectively, of the Western Wheel Works and the American Bicycle Co., is "very glad indeed" to add \$25 to the memorial fund.

A. D. Peck, who spent the greater part of his lifetime in the Pope service in Boston, and who now is the Pope agent in that city, forwards his check for \$5 and adds that "the matter of the memorial will be called to the attention of the Massachusetts Bicycle Club, of which Colonel Pope was one of the founders.

In sending a subscription of \$10, W. D. Wilmot, another rare old timer, and one of the first and most famous trick riders that America produced, remarks that "if every bicycle rider, and every user of good roads, contributed one cent each toward the memorial due Colonel Pope in recognition of what he did, the monument that could be erected would be one of the finest put up in any land." Wilmot is now one of the most successful merchants in Fall River, and is one of those whose success was founded on the intelligent sale of bicycles.

The Century Road Club of America is the second cycling organization to recognize the import of the memorial project, and properly to share the spirit. Through Fred E. Mommer, its secretary, it has subscribed \$10 "as a mite toward the fund which will commemorate the good Colonel Pope did for the bicycle trade and, incidentally, for the clubs fostering the grand old sport." Mommer, who is one of the mainstays of the sport of the present day, adds a personal subscription of \$5.

John H. Valentine, another New York cyclist, who is active in the sport, contributes \$10 "as an endorsement and evidence of sincere sympathy with the project to erect a memorial to that grand friend of cycling, Colonel Albert A. Pope, who was so generous, kind-hearted and attentive to the wants of bicycle riders of all classes."

"Trusting that the Bicycling World will be successful in getting such appreciation as certainly is due the memory of Colonel Pope," the Badger Brass Mfg. Co., of Kenosha, Wis., subscribes \$10 to the fund.

In forwarding a similar sum, Walthour & Hood, the Atlanta (Ga.) jobbers, add: "We take great pleasure in contributing this amount, believing that it will be applied for a purpose that anyone who ever has identified himself with the bicycle business should consider it a privilege to assist in. Of course, Colonel Pope's great work for the up-building of cycling is too well known to require comment at our hands, but at the same time we are glad to know that this memorial will be erected as a lasting testimony to his memory so that future generations may know the important position he held in the great industry that the bicycle business now is, and is sure to occupy hereafter. We hope at some time to see the monument itself."

The indefatigable E. H. Brandt, who has done such good work for the project in collecting a fund from the original employes of the Hartford Rubber Works Co., which Colonel Pope once owned, has increased the total amount from that source to \$107 by a subscription of \$10 from Ernest R. Benson, who now is in the automobile business in Detroit, and who served not only in the Hartford Rubber Works Co., but for 12 years was with the Pope Mfg. Co. itself.

The total subscriptions to date are as follows:

Bicycling World Co., New York....	\$100.00
John S. Leng's Son & Co., New York	25.00
Will R. Pitman, New York.....	5.00
St. Louis Cycling Club, St. Louis, Mo.	5.00
R. F. Kelsey, New York.....	10.00
R. G. Betts, New York.....	10.00
J. J. O'Connor, New York.....	2.00
A. C. Church, Englewood, N. J.....	5.00
Miss F. A. Clark, Hartford, Conn....	2.00
F. B. Widmayer, New York.....	5.00
Elliott Mason, Westfield, N. J.....	10.00
Consolidated Motorcyclists, Inc., Keene, N. H.	10.00
Original employes of Hartford Rubber Works Co., per E. H. Brandt..	107.00
Present employes of Hartford Rubber Works Co.	12.00
Persons Mfg. Co., Worcester, Mass.	100.00
F. P. Prial, New York	10.00
James Joyce, New York	25.00
W. J. Morgan, New York	5.00
Amos Shirley, New York	10.00
Eclipse Machine Co., Elmira, N. Y..	10.00
R. D. Garden, New York	25.00
D. J. Post, Hartford, Conn.	25.00
L. M. Wainwright, Indianapolis....	25.00
John C. Wetmore, New York	10.00
Emil Grossman, New York	10.00
Hearsey-Willis Co., Indianapolis....	10.00
F. A. Baker & Co., New York	10.00
B. F. Goodrich Co., Akron, O.....	25.00
John S. Prince, Springfield, Mass....	5.00
W. H. Crosby, Buffalo, N. Y.	10.00
Great Western Mfg. Co., Laporte, Ind.	5.00
Henry Goodman, New York	5.00
James E. Sullivan, New York	10.00
Motorcycle Pub. Co., New York....	10.00
A. J. Musselman, Chicago	5.00
F. J. Wagner, New York	10.00
Burley B. Ayres, Chicago	5.00
Diamond Rubber Co., Akron, O.	25.00
G & J Tire Co., Indianapolis	25.00

Robert Bruce, Clinton, N. Y.....	5.00
Officials and office employes Pope Mfg. Co., Hartford	373.00
Employes Pope Mfg. Co., Hartford factory	326.60
Continental Rubber Works, Erie, Pa.	25.00
A. G. Batchelder, New York	10.00
Hendee Mfg. Co., Springfield, Mass..	25.00
Alexander-Seewald Co., Atlanta, Ga.	10.00
Emblem Mfg. Co., Angola, N. Y.....	10.00
C. T. Kilbourne, New York.....	5.00
New Departure Mfg. Co., Bristol, Conn.	100.00
Theodore F. Merseles, New York ...	25.00
A. D. Peck, Boston, Mass.	5.00
W. D. Wilmot, Fall River, Mass.....	10.00
Century Road Club of America.....	10.00
Fred E. Mommer, New York	5.00
John H. Valentine, New York	10.00
Walthour & Hood, Atlanta, Ga.	10.00
Badger Brass Mfg. Co., Kenosha, Wis.	10.00

In Memory of George H. Day.

In the Church of the Good Shepherd, Hartford, Conn., of which for 28 years he was either junior warden or vestryman, a memorial tablet to the late George H. Day was unveiled Sunday last. The tablet is of bronze, with a marble base. Mr. Day, who died in 1907, was from its beginning and for some 20 years, general manager of the Pope Mfg. Co., and as the right hand man and chief adviser of the late Col. Albert A. Pope, he played no small part in the development of the bicycle and the bicycle industry in this country.

Would Debar Professional Racers.

That professional racing men generally are regarded as bad risks by accident insurance companies, as stated recently in the Bicycling World, is a fact borne out by the report of Dr. John D. Nichols, supreme medical examiner of the Knights and Ladies of Honor, an insurance order which recently held its annual convention in Indianapolis. Dr. Nichols advocated the refusal generally of persons who indulge in speed contests as a means of livelihood, mentioning specifically the professional motorcycle racer, the chauffeur and the aeronaut.

Buffalo Forms Another Club.

Another Buffalo Motorcycle Club—the third of that name—has been organized in the New York City of that name. W. Q. Cramp is its temporary president, and Thomas French, jr., its temporary secretary and treasurer. As practically all of the Buffalo manufacturers and dealers are identified with the new organization, its prospects of success are much brighter than were those of its shortlived predecessors.

Wisconsin Develops a "Mystery."

A remarkable state of affairs exists in Waukesha, Wis., if County Clerk Clark's annual report of the abstract of the assessment rolls for 1909 is to be taken at its face value. Although Waukesha county has a population of 35,882, there are no bicycles in the county, according to the assessment report, and this despite the fact that scores of people daily are seen riding upon the roads of that county.

RECORD SMASHING AT NEWARK

Clarke, Drobach and Hill Place New Figures on the Slate—West Wins Match with Bedell.

After one of the most profitable seasons ever experienced by not only the Newark (N. J.) Velodrome, but the old four lap Vailsburg board track which it replaced, the six laps saucer track in that city closed last Sunday, 31st ult., with the breaking of three world's records as a fitting finale.

A. J. Clarke, who won the 25 miles professional open, Peter Drobach, who led at 15 miles, and Fred Hill, who was in front 5 miles later, all will have their names inscribed upon the book of records as a result of the meet, Drobach and Hill for the first time in their lives.

Clarke's time for the full distance of 25 miles was 56 minutes 21 seconds, clipping off 1 minute 53½ seconds from the previous world's mark of 57 minutes 26½ seconds, made by Frank L. Kramer upon the same track October 25th, last year. Drobach's time at 15 miles was 33 minutes 16 seconds, which is better than the record of 66 minutes 44 seconds made by Kramer at the old Vailsburg track, September 22, 1901, while Hill's figures of 44 minutes 45½ seconds for 20 miles, breaks the record of 46 minutes 6½ seconds, which has remained unbroken since the late E. C. Hausman rode that fast in Madison Square Garden, September 28, 1901. In winning the race Clarke also won the title of middle distance champion of America.

The general opinion that has prevailed for several weeks that a new mark for 25 miles would result was more than realized. The day was ideal, the air being warm, and without wind. Although such splendid time was accomplished many of the close students of racing are wondering how much lower the record might have been cut had Joe Fogler, W. S. Fenn and Frank L. Kramer been in the race. It was known that Kramer would not ride, but the spectators were expecting to see Fogler and Fenn line up with the others.

Charles Vanoni and Fred Hill were largely instrumental in setting up the new records. The former was in excellent condition and plugged along as though he could go a week without stopping. Vanoni won 22 lap prizes, the 10 miles intermediate prize and finished sixth, while Hill took 26 lap prizes and the 20 miles intermediate award. Toward the finish Hill showed signs of distress, however. Drobach, Moran and Macfarland were the others to help along the pace, it being the only sprint race Moran has competed in this season. Macfarland remained back until 23 miles and when it was announced that a record was in sight the long-legged veteran went to the front and set a corking pace for a mile, turning the field loose for a great sprint.

There was a great scramble at the finish and at three laps to go Tommy Smith was "batting" his head off, with Vanoni, Lawson, Clarke and John Bedell, next in line like a train of cars. Charles Stein threw a scare into the king-pins by coming around on the outside and taking Hill, Drobach and West with him. For a brief second it seemed as though Clarke and Lawson would be pocketed, but Clarke showed cleverness by coming out and tacking on behind the fast moving caravan. Around they went and at two laps to go the order was Drobach, West, Clarke and Lawson.

The pace was sizzling and the same order continued until the beginning of the bell lap when Clarke went out and around the leaders like the rocket that he is. Lawson and John Bedell followed several lengths behind. On the back stretch Clarke, seeing that he had the race won easily eased up a little, and John Bedell came alongside Lawson. Clarke saw the pair coming fast and turned on his high speed with the result that he dropped both Lawson and Bedell, the latter falling back after attacking Lawson. Clarke won by a length, Lawson was second, and Bedell third. Floyd Krebs got fourth, Percy Lawrence fifth, and Vanoni sixth.

Fred West showed a clear superiority over John Bedell in their match, winning two straight heats and clearly outriding the latter. In emulating the French jockeying tactics Bedell fell from his bicycle four times. John Brennan scored over the Adam Beyerman-Vanden Dries brothers' combination by winning the half mile handicap at the tape, but in the three miles open Brennan hit the boards and Maurice Vanden Dries won from Jokus. Passenger finished third. Clarence Carman won the lap prize. The summaries:

One-half mile handicap, amateur—Won by John Brennan, N. T. V. W. (10); second, Adam Beyerman, Mohawk A. C. (40); third, William Vanden Dries, New York City (20). Time, 0:58¾.

One mile match, professional, between John Bedell, Newark, and Fred G. West, San Francisco—First heat won by West. Time, 5:14½. Second heat and match won by West. Time, 5:08.

Three miles scratch, amateur—Won by Maurice Vanden Dries, New York City; second, Ernest Jokus, N. T. V. W.; third, Joseph Passenger, Newark. Time, 6:43¾. Lap prize winner, Clarence Carman, National A. C.

Twenty-five miles scratch, professional—Won by A. J. Clarke, Australia; second, Iver Lawson, Salt Lake City; third, John Bedell, Newark; fourth, Floyd Krebs, Newark; fifth Percy Lawrence, San Francisco; sixth, Charles Vanoni, New York City. Time, 56:21 (world's record). Winner of most laps, Fred Hill, Boston, 26; second, Charles Vanoni, New York City, 22. Win at 5 miles, E. F. Root, Melrose, Mass.; winner at 10 miles, Vanoni; winner at 15 miles, Peter Drobach, South Boston; winner at 20 miles, Fred Hill, Boston.

GOERKE AND KLEBES SHARE HONORS

Each Wins Twice at Philadelphia, but Novice Race was a Feature—Bush Suffers a Serious Spill.

Harry Klebes, of Philadelphia, and Walter Goerke, of Brooklyn, were the stellar attractions and were in no small measure responsible for the success of the meet promoted by the Philadelphia Motorcycle Trade Association at the Point Breeze track, near the Quaker City, Saturday afternoon last, 30th ult. Although Raymond Seymour, of Reading, Pa., managed to capture the 10 miles for singles, Goerke and Klebes furnished the excitement in the other events.

Goerke defeated Klebes in the 10 miles for machines not exceeding 61 cubic inches and also took the Philadelphian's measure in the 25 miles free-for-all, but the latter made the most noteworthy performance of the afternoon when he circled the difficult mile course in 59½ seconds, the fastest time ever made upon it by either motorcycle or automobile. Klebes also won the five miles race for singles.

One unfortunate accident marred the meet and this occurred in the 25 miles free-for-all, which promised to be the most exciting race on the program. The 25 miles race attracted 19 entries and amid a series of loud exhaust explosions that gave the 3,000 spectators the impression that a battle was in progress, the contest began. Walter Goerke, on a 7 horsepower Indian, assumed the lead at the start, and the first mile ended with a half dozen of the fastest riders bunched. Goerke held the lead for 10 miles and then he started to let his big machine out, closely followed by Teubner, on a 7 horsepower Merkel. Teubner made a plucky fight and was gaining on the Brooklyn crack at 12 miles, when a broken chain sent him to the paddock. Goerke looked due for a runaway when Carl W. Bush, of Caldwell, N. J., also on a Merkel, advanced his throttle another notch. Bush at that time was in fifth place a half mile behind Goerke, but he ate up the dust so fast that he was in second position when the stretch was entered for the 16th mile. With his machine going the limit, Bush attempted to take the first turn without shutting off, when his wheels caught in a furrow in the track, and the skid that followed sent him sliding across the track and over the embankment. He was tossed 30 feet against the high board fence that surrounds the grounds. He was picked up unconscious and hurried to the Methodist hospital, where it was found he had sustained a broken nose and two fractured ribs. His helmet probably saved him from a fractured skull.

While warming up his machine Lieutenant Bowers, of the motorcycle squad, also had a fall which necessitated his removal

to the hospital. His tongue was very badly bitten, his face lacerated and his right hand gashed. Seymour scraped the track during the time trials, but fortunately escaped injury.

In the ten miles for singles Goerke made a quick start and followed by Klein, Teubner, Steinhauser and Seymour, started to burn up the track. He stuck in his position for a half mile until passed by Teubner, Seymour in the meantime overhauling the bunch. Seymour's time for the second mile was 1:05, the fastest ever made by a single cylinder machine on the Point Breeze track. After being lapped in the sixth mile Goerke withdrew and Seymour rode into first position, Teubner getting second.

Goerke beat the starter's gun in the 10 miles for machines up to the limit of piston displacement and nosed the way until the finish, winning from Klebes by 20 yards. This was the snappiest race ever witnessed in Philadelphia, several of the miles being reeled off in 1:01, which is lightning-fast traveling on that track.

Klebes won the five miles 30½ cubic inch championship of Philadelphia by defeating Louis Steinhauser, the former title holder. The novice race was exciting. Martin on an R-S went to the front after a poor start and remained there for three miles, when he was passed by Albertson, on a Harley-Davidson. Martin recovered his wind, but not enough of it to pass Albertson before the finish.

The time trials showed Harry Klebes as a rider of the first water and one who is willing to take all kinds of chances. Previous to last Saturday Klebes, while regarded as a good rider, has not been mentioned in the same breath with such cracks as Goerke, Seymour, Kellogg, Huyck, et al., but hereafter he can claim an equal fitting with those cracks. In the time trials Klebes circles the dangerous track in the remarkable time of 59½ seconds, while Seymour, after one fall, did 1 minute flat, and Goerke one second slower than Seymour. The fastest time ever made upon the track was 1:00¼, made last year by Stanley Kellogg. The summaries:

Five miles novice, machines not exceeding 30½ cubic inches—Won by S. Albertson, Harley-Davidson; second J. Martin, R-S; third, H. H. Kirkpatrick, Indian. Time, 7:00¾.

Ten miles open, 30½ cubic inches—Won by Raymond Seymour, R-S; second, W. J. Teubner, Merkel; third, Alexander Klein, Harley-Davidson. Time, 11:11¾.

Ten miles open, 61 cubic inches—Won by Walter Goerke, Indian; second, Harry Klebes, R-S; third, W. J. Teubner. Time, 10:15½.

Five miles open, 30½ cubic inches, for championship of Philadelphia—Won by Harry Klebes, R-S; second, Louis Steinhauser, Bradley; third, Alexander Klein, Harley-Davidson. Time, 6:08.

Twenty-five miles free-for-all—Won by

Walter Goerke, 7 horsepower Indian; second, Harry Klebes, 7 horsepower R-S; third, Raymond Seymour, 6 horsepower R-S. Time, 27:25¼.

One mile against time—Won by Harry Klebes, 7 horsepower R-S. Time, 0:59½; second, Raymond Seymour, 6 horsepower R-S. Time, 1:00; third, Walter Goerke, 7 horsepower Indian. Time, 1:01. (Old record for track, 1:00¼, held by Kellogg.)

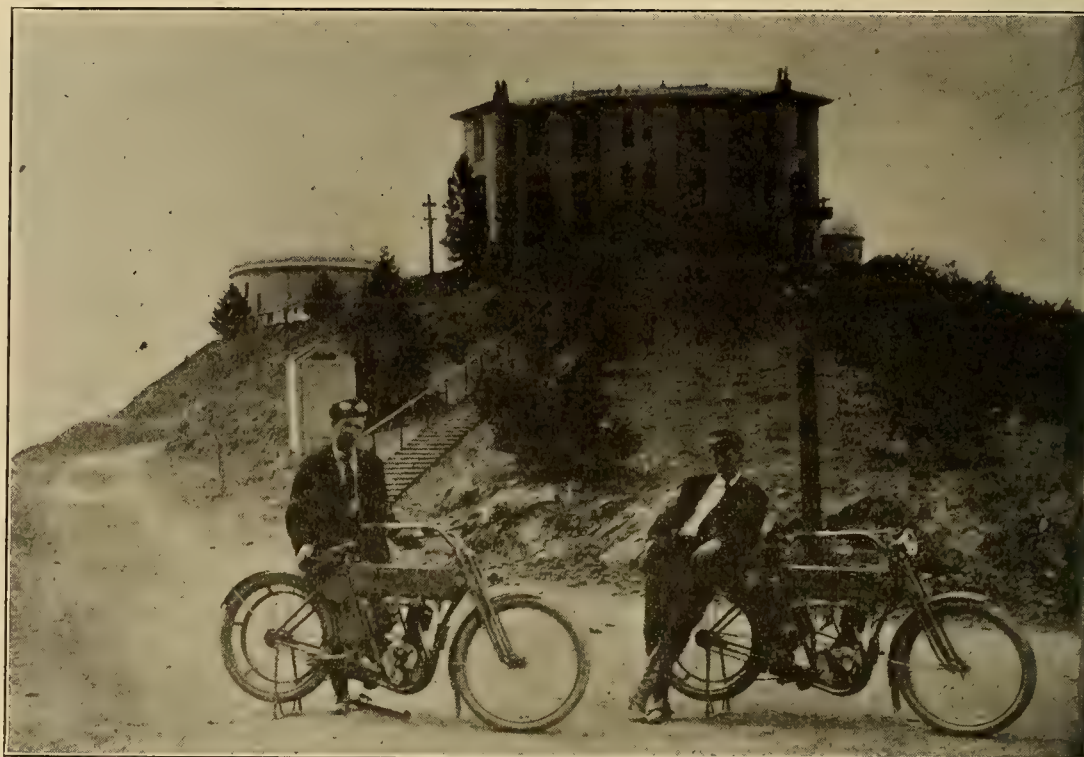
Two Motorcyclists Scale Mt. Hamilton.

When a man in any sort of a vehicle reaches the top of Mount Hamilton in California, he has good reason to know that he has "gone up in the world" and accomplished something of a feat. It is a long climb and so tortuous as to be suggestive

glorious panorama afforded by the altitudinous viewpoint. The wide expanse of country between Santa Clara county, in which Mt. Hamilton is situated, and San Francisco, is brought into sharp relief.

Motorcycle to Assist Animals' Friend.

The Toledo (Ohio) Humane Society has purchased a motorcycle for its chief officer, C. C. Montis. It is not to be used in any sense as a dog catcher, but rather as a means of relieving the very much overworked horse of the head of the society, whose duties take him to all parts of the city. In the course of a day he should, in order to complete his work, cover more ground than a humane officer would care to drive a horse. With the motorcyclé, it is



SHALEEN AND JONES ON THE SUMMIT OF MT. HAMILTON

of a corkscrew, there being no less than 365 turns between the base and the summit, some of them so sharp that a skid or miscue would cause the unfortunate to plunge into the depths below. In any vehicle, therefore, skill and extreme caution is required; with a motor bicycle minus a two-speed gear, the ascent of the mountain calls for more than usual dexterity. If anything, the descent of the mountain requires even more care and skill than the going up.

For the several reasons, not many motorcyclists have "scaled the height"; of the comparatively few who have done so, none performed more creditably than F. H. Shaleen, of San Francisco, who recently performed the feat, and who is a cripple with the use of but one leg. Despite his disability, he and a companion, J. A. Jones, both mounted on single cylinder Harley-Davidsons, reached the top in good order and as skilfully performed the even more trying descent. Shaleen and Jones are shown in the accompanying picture standing in front of the famous Lick Observatory, which is on top of Mt. Hamilton, and absorbing the

figured he can keep his horse in the stable most of the time and still accomplish more work than heretofore.

Guy Greene Again Flouts the F. A. M.

Guy M. Greene, the professional motorcycle "outlaw," who removed from Massachusetts to Illinois a few months ago, evidently is trying to "play horse" with the F. A. M., and to prove himself worthy of the solicitude expressed for him by the new chairman of the competitive committee. Despite his ineligibility, Greene last week got up and competed as an amateur in a sanctioned race at Libertyville, Ill., and apparently "got away with the goods" and without questioning.

New Jersey Club Leases Quarters.

The New Jersey Motorcycle Club, of Newark, will tonight attain the dignity of occupying a club house. The premises 19 New street have been leased for the purpose and the formal opening will occur this evening. Hitherto the club has held its meetings in a local hotel.

FLAT TRACK FOR 24 HOURS RACE

Buffalo Promoters Undertake a Dangerous Experiment—Seven Teams Entered, and Will "Take the Chances."

If the present plans of the athletic officials of the Seventy-fourth Regiment of Buffalo, N. Y., and two newspaper men who have in mind the promotion of a twenty-four-hour bicycle team race to be held in that city are carried out as intended, the New York six days race in December likely will be lacking several crack riders, due to injuries they probably will have received.

The Buffalo twenty-four-hour race now is a certainty, having been set for Friday and Saturday, next, November 12th and 13th, starting at 10 p. m. the first named day. Sprint and match races will constitute the program from 8 until 10 o'clock Friday evening. Remarkable to relate, however, the race, according to the present plans, will be held upon the flat floor of the Seventy-fourth Regiment armory, only the corners being banked. Accidents have been numerous upon every such kind of track yet built, and if the professionals ride as fast as they are capable of riding in order to give the public its money's worth, there are sure to be a few broken bones, if not more lamentable accidents. For this reason several of the better known riders have declined to enter the contest.

Seven teams already have been signed, according to Buffalo advices, as follows:

Iver Lawson, Salt Lake City—Walter DeMara, San Francisco.

Ernest A. Pye, Australia—Patrick Hehir, Australia.

J. Frank Galvin, New Milford, Conn.—Fred W. Jones, Passiac, N. J.

Fred G. West, San Francisco—Peter Drobach, South Boston.

A. J. Clark, Australia—James F. Moran, Chelsea, Mass.

Fred Hill, Boston—W. S. Fenn, Bristol, Conn.

Norman M. Anderson, Denmark—Charles Vanoni, Italy.

Another possible team is Percy Lawrence, who was permitted to win the amateur championship this season, and W. L. Mitten, of Davenport, Ia. The promoters have been advertising Mitten, but without his knowledge or consent. Edward F. Root and Joe Fogler also are announced as sure starters, as are Walter A. Bardgett of Buffalo and Patrick F. Logan of South Boston, but these four riders positively will not start, and it is doubtful whether Moran and Clark actually have signed.

In several Buffalo newspapers Floyd A. Macfarland is quoted as saying that he expects to see the twenty-four hours record broken. It is very doubtful that Macfarland made any such statement for he knows perfectly well that to accomplish such a feat the men will be compelled to ride

faster than ever has been done upon the Madison Square Garden track. Even if such speed were possible upon a partially banked track, which it is not, there would not be a rider left in the race at the end of 12 hours. It will be most surprising if any records are broken, despite the hopes of the managers.

Martin Whole Show at Upper Sandusky.

S. W. Martin practically was the whole show at the second meet of the large sounding United States Motor Racing Association, of Upper Sandusky, O., held on the fair grounds track on the 31st ult. Despite some vigorous opposition he captured the four events that constituted the card. The meet, however, brought out two promising youngsters, Trowbridge and Steinbaugh, who were placed in every event. In a mile match, best two out of three, between them, each won a heat, and will decide the race at the next meet on November 7. Both rode Indians. The chief event was a five miles open with Martin on a twin Indian and Steinbaugh on a twin M-M as the only starters. Martin won in 6:09 $\frac{3}{4}$.

Considering the adverse track and weather conditions which prevailed, good time was made. The summaries:

Three miles for machines under 30.50 cubic inches piston displacement—Won by S. W. Martin, Indian; second, H. Steinbaugh, Indian; third, D. Trowbridge, Indian. Time, 4:03 $\frac{1}{2}$.

Five miles for machines under 30.50 cubic inches displacement—Won by S. W. Martin, Indian; second, D. Trowbridge, Indian; third, H. Steinbaugh, Indian. Time, 6:48.

Mile match, best two out of three heats, between Trowbridge and Steinbaugh, both on Indians—Each won one heat. Final and deciding heat to be held later.

Five miles open—Won by W. S. Martin, Indian; second, H. Steinbaugh, M-M. Time, 6:09 $\frac{3}{4}$.

Wilber Organizes Another State.

Vice-President Wilber of the F. A. M., eastern district, has completed the organization of still another state within his domain, this time Rhode Island. The officials he has appointed are as follows: State commissioner, B. A. Swenson, Providence; state secretary, Charles H. Westcott, Providence; legal action, William W. Scott, Providence; competition, Carl Swenson, Newport; highway improvement, Frank Wilkinson, Providence; tours and hotels, Charles H. Westcott, Providence; transportation and facilities, Charles G. Walmsley, Providence.

Union Velocipedique Elects Officers.

The Union Velocipedique de France has elected new officers for the ensuing year as follows: President, Charles Humbert; vice-presidents, Paul Rousséau and Leon Breton; secretary, Raoul d'Arnaud; treasurer, Louis Josset. The chairmen of the sporting and judicial committees will be respectively, Messrs. Breton and Andowin.

TWO DAYS SPORT AT GUTTENBERG

Goerke Obtains the Lion's Share of the Spoils—But He Encounters Some Stiff and Determined Competition.

Five thousand persons journeyed to the old Guttenberg mile race track near Pali-sades Park, N. J., last Sunday afternoon, the 31st ult., and were rewarded by an exciting program arranged by the New Jersey Motorcycle Club. Walter Goerke of Brooklyn was the lion of the day; he won three of the six races decided.

Goerke's first victory was over A. G. Chapple of New York City in a five-mile match, and as both riders kept together until near the finish it was one of the most interesting events on the program. Goerke followed up his victory over Chapple by two wins in the ten-mile handicaps for trade riders, Howard O'Brien of Newark running second each time. In the first race Chapple was third, while Harry Mapp of New York won the place in the second event.

There were two races for private owners and another event in which stock machines only were eligible, and while the time was not so fast as in the trade rider races, the competition was even keener. William James of Newark captured the five miles for stock machines, and Chris McDougall won the two miles scratch for private owners. The miss-and-out race for private owners went to John Bender of Paterson. The distance was six miles. The summaries:

Two miles scratch, private owners—Won by C. McDougall, Indian, Newark; second, A. J. Soleman, R-S, New York; third, Joseph Buckingham, Indian, Brooklyn. Time, 2:31.

Five miles match between Walter Goerke, Indian, Brooklyn, and A. G. Chapple, Indian, New York City—Won by Goerke. Time, 5:38.

Ten miles handicap, trade riders—Won by Walter Goerke, Indian, Brooklyn (scratch); second, Howard O'Brien, Indian, Newark (:30); third, A. G. Chapple, Indian, New York (scratch). Time, 10:30 $\frac{3}{4}$.

Five miles scratch, 30 $\frac{1}{2}$ cubic inches, stock machines—Won by William James, Indian, Newark; second, Chris Anderson, Simpler, New York; third, Albert Johnson, R-S, New York City. Time, 7:40 $\frac{1}{2}$.

Miss and out, private owners, machines not exceeding 50 cubic inches—Won by John Bender, Indian, Paterson; second, Frank Hart, Indian, New York City; third, E. McDougall, Indian, Newark. Distance, 6 miles. Time, 7:06.

Ten miles handicap, trade riders—Won by Walter Goerke, Indian, Brooklyn (0:35); second, Howard O'Brien, Indian, Newark (0:55); third, Harry Mapp, Indian, New York (1:00). Time, 10:58.

Although Walter Goerke of Brooklyn shone at the Sunday race meet held by the

New Jersey Motorcycle Club at the Guttenburg race track, A. G. Chapple took his measure at the Election Day matinee, Tuesday last, 2d inst. Chapple, helped by a fall which Goerke suffered, won the chief event of the afternoon, a 50-mile free-for-all in 58 minutes 23½ seconds, from Howard O'Brien; Goerke, who remounted after two stops, finished third. Chapple also won the five miles scratch for trade riders and finished second to Goerke in the time trials. Goerke's work in this event was almost worth the price of admission, for, on a seven horsepower Indian, he circled the none too smooth mile oval in 59 seconds.

The big race had several spectacular features, not the least of which was the finish in the dark, when the riders presented a weird appearance as they sped, spectre-like, around the track with blue flame shooting from the exhausts. For 28 miles Chapple, Goerke and O'Brien were right together, when a stone broke one of the lenses of Goerke's goggles. He stopped to get a new pair and was burning up the ground in great shape when he skidded on one of the turns and fell, without injuring himself, however. After Goerke met with his mishap Chapple opened the throttle and lapped O'Brien at will.

The first race, a five miles scratch for private owners, was marred by an accident. Edward McDougall was in fourth position when his stand became loose and dragged on the ground. He was permitted to continue, and when he fell on one of the turns, William Hubsmith could not avoid running into him. McDougall has slight concussion of the brain and contusions. Summaries:

Five miles scratch, machines not exceeding 50 cubic inches—Won by Frank Hart, Indian, New York; second, Harry Fox, Indian, New York; third, J. Buckingham, Indian, Newark. Time, 5:53½.

One mile time trials, flying start, free-for all—Walter Goerke, Indian, Brooklyn, 0:59; A. G. Chapple, Indian, New York, 1:00½; Walter Goerke, 1:01½; Howard O'Brien, Indian, 1:03½; Walter Goerke, 1:06; John Bender, Indian, 1:08½; Harry Mapp, 1:12½; J. Buckingham, Indian, 1:15½; Edward Swain, R.-S., 1:18.

Five miles scratch, trade riders, 50 cubic inches—Won by A. G. Chapple, Indian, New York; second, Walter Goerke, Indian, Brooklyn; third, John Bender, Indian, Paterson. Time, 5:27.

Three miles scratch, 30½ cubic inches—Won by Edward Swain, R.-S., New York; second, George Reichy, Yale, Newark; third, William S. James, Indian, Newark. Time, 4:00.

Three miles match between William S. James, Indian, Newark; George B. Gifford, Excelsior, Jersey City, and Edward Swain, R.-S., New York—Won by James; second, Gifford; third, Swain. Time, 4:12.

Fifty miles free-for-all—Won by A. G. Chapple, Indian, New York; second, Howard O'Brien, Indian, Newark; third, Walter Goerke, Indian, Brooklyn; fourth, Frank Hart, Indian, New York. Time, 58:23½.

PUEBLO RACES A FAMILY AFFAIR

Lichtenberger Brothers Fail to Account for Only One Race—Warren Takes Race for Stock Machines.

The Lichtenberger family of motorcyclists—consisting of Grant and Ray—won almost every race at the meet promoted by the Pueblo (Col.) Motorcycle Club at the half mile fair grounds track at that place on Sunday last, 31st ult. The only event they didn't account for with their Harley-Davidson motorcycles was the novelty event, which had the useful first prize of five gallons of oil, and Ray Lichtenberger might have won that had he not forgotten the rules. The feature race was a 10 miles handicap, which was for a cup emblematic of the club championship, which Grant Lichtenberger won in the fast time of 15:33½. All the events were exciting and the meet finished without hitch or accident. The summaries follow:

Five miles flying start, singles—Won by Grant Lichtenberger, Harley-Davidson; second, Ray Lichtenberger, Harley-Davidson; third, Leslie Maxwell, Excelsior. Time, 8:12. Also ran—Atterburg, R.-S.; Schmidt, Harley-Davidson, and Eno, Excelsior.

Two and one-half miles relay, singles—Won by Ray Lichtenberger, Harley-Davidson; second, Atterbury, R.-S.; third, Maxwell, Excelsior. Time, 4:36.

Five miles handicap, free-for-all—Won by Ray Lichtenberger, Harley-Davidson; second, Maxwell, Excelsior; third, Hooper, Indian. Time, 7:45.

Two miles novelty, singles—Won by Atterbury, R.-S.; second, Eno, Excelsior; third, Hooper, Indian. Time, 4:24½. Ray Lichtenberger, Shockley and Schmidt disqualified.

Ten miles handicap, for club championship, singles—Won by Grant Lichtenberger, Harley-Davidson; second, Hooper, Indian; third, Atterbury, R.-S. Time, 15:33½. Also ran—Schmidt, Ray Lichtenberger, Eno and Maxwell.

Boyd and Stratton Win in Colorado.

J. "Slivers" Boyd, riding an Indian, won two of the four events at the Colorado Springs (Col.) half mile track Saturday, 30th ult. The most exciting event of the afternoon was the ten miles open for singles, which went to A. W. Stratton, who rode an Excelsior. The fastest lap of the day was scored by E. Lytle (Merkel), when he covered one circuit during the 25 mile handicap in 37 seconds. The private owners event was captured by D. C. Warren on a Harley-Davidson. The summaries:

Ten miles open, for singles—Won by A. W. Stratton, Excelsior, Colorado Springs; second, A. S. Morgason, Denver. Time, 14:28.

Five miles bicycle—Won by P. Frederick, Denver. Time, 14:05.

Twenty miles handicap, free-for-all—Won by "Slivers" Boyd, Indian, Denver; second, E. Lytle, Merkel, Denver. Time, 25:54.

Five miles handicap, free-for-all—Won by "Slivers" Boyd, Indian; second, Victor Doyle, Colorado Springs. Time, 12:07.

Five miles for stock machines for private owners—Won by D. C. Warren, Harley-Davidson, Denver; second, Frank Stratton, Excelsior, Colorado Springs. Time, 8:25.

Lawson Meets Unusual Accident.

While trying out his motorcycle on the 3½ laps, Los Angeles (Cal.) Coliseum, Friday last, 29th ult., Robert H. Lawson, of Springfield, Mass., ran off the track while going at better than a mile a minute, and was grievously injured. He was catapulted from his machine with such terrific force that a splinter 2½ feet long, which was forced into his leg above the knee, came out of his back near the spine. The injured man was removed at once to the California Hospital, where Dr. R. B. Smith, assisted by Dr. T. E. Taggart, removed the piece of board. It is probable that Lawson will recover, but it is feared that he will lose the use of one leg. Lawson has been competing upon the Springfield Stadium and it is thought that the different lines of the Los Angeles track caused him to lose control of the big Merkel machine he was riding when he entered the stretch from the banked turn.

Guignard Defeats Walthour at Dresden.

Paul Guignard won the Autumn Prize—a 100 kilometer paced race—at Dresden, October 17th, defeating Walthour by 3,500 meters. Theile was third and Scheuerman fourth. The distance (61.2 miles) was covered in 1:15:39½, breaking the world's record for pacing machines fitted with rollers 40 centimeters behind the rear wheel. Guignard covered in the hour 50 miles.

Boyd and Goode Thrown at Denver.

During a five miles match race at the six laps Tuilleries track, Denver Col., last Sunday afternoon, 31st ult., J. "Slivers" Boyd was thrown from his machine and received severe internal injuries, while Clarence Goode was thrown against the fence and his shoulder dislocated. Boyd is said to be in a critical condition.

Heller Engaged for Garden Grind.

The gallery gods who attend the forthcoming six days bicycle race in Madison Square Garden, New York City, should have no difficulty in pronouncing the name of at least one of the foreign riders. It was learned this week that Heller, the Austrian sprinter, has been engaged for the race.

Messori Lowers Kilometer Record.

Charles Vanoni has one less record to his credit since October 20th. On that day Carlo Messori, at Modene, France, covered one kilometer from a flying start, without pace, in 1:11½. The old record, made by Vanoni, was 1:12.

ATLANTA MEN "PASS UP" JOKER

Mixup Over Motorcycle Races at Opening of New Southern Speedway—Ruling May Cause a Rumpus.

Whoever tried to hand a joker to the Atlanta Automobile Association, which will include a program of motorcycle events at its meet to be held on the new Atlanta Speedway next week, November 9th to 13th, did not "get away with the goods."

It seems that the first entry blanks which were printed before a sanction had been procured called for six races, for amateurs only, and when the blank was sent to the chairman of the Federation of American Motorcyclists' competition committee, he caused them to be reprinted, because the original blanks contained extracts from the former rules, at the same time suggesting that professional events be given as much prominence as the amateur races.

Between the time the sanction was procured and the revised blanks appeared, it is evident that some one more or less interested, got to the ear of the promoters. The new blanks contained ten races, five for amateur and five for professionals. No less than \$350 in cash was set aside for "pros," while the amateur races had first and second awards of tires and rubber grips. That part was not so bad, but with the exception of two events in which trade riders were barred, the revised blanks stated that all the other events were restricted to machines not exceeding 60.32 cubic inches piston displacement, which of course, would shut out a number of the big twins that might otherwise desire to compete. This action evidently was done to benefit a few southern riders whose machines fall short of the displacement limit.

Because of the more or less national character of the meet there was a loud protest against such a state of affairs, and it was so vigorous that the chairman of the competition committee, who is blessed with a judicial mind, again stepped in and exercised his fine Italian hand. The result is that all the events that were restricted to machines of 60.32 cubic inches displacement or less will be open to all machines not exceeding 61 cubic inches, as provided in the rules of the Federation of American Motorcyclists.

Not only that, but the judicially minded chairman has decreed that amateurs may not ride for merchandize prizes, a personal ruling that is apt to cause some rumpus, as there is nothing in the competition rules that prevents promoters from giving any prizes they desire except household utensils or wearing apparel. As the matter now stands the prizes in the amateur events at Atlanta next week will consist of medals in each event, instead of tires and rough rider grips, as first offered by the manage-

ment. Quite a few riders are predicting that the meet will be productive of some good records.

How the Bentley Family Went Touring.

The Bicycling World's story of the bicycle tour from Illinois to Pennsylvania recently completed by a man and his wife in search of health, has served to bring to light a shorter, but even more notable outing of the sort that was undertaken by a whole family of Clark Bentley, of Forrestville, N. Y. Bentley, his wife and his son and a younger child, whom he carried in a seat on his handle bar, as shown by the accompanying picture, constituted the unusual touring party. They covered some 500 miles in western New York and north-



THE BENTLEY FAMILY RETURNED FROM ITS TOUR

western Pennsylvania, their longest day's ride being 58 miles. Bentley carried a tent and camping outfit on his Racycle, the family camping out at night and cooking their own meals at the roadside. Bentley declares that every member of the party had "the time of their lives."

Bicycles Increasing in Dayton.

From the report of the mayor's office to City Treasurer Lane, of Dayton, Ohio, showing the vehicular registration in that city for the year, it is apparent that more bicycles are being ridden in Dayton this year than last. The total receipts from all vehicles amounted to \$5,489.50, which is a substantial increase over the corresponding period last year, and which Secretary Philip Worman attributes to the increased number of bicycle registrations. The sum of \$5,361.50 of the amount taken in will go into the fund for keeping up the streets.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

TWO BANDS OF BOY BICYCLE THIEVES

One in New England and Another in California Very Prosperous—Their Youthfulness Surprises the Police.

Two bands of very young boys, organized for the purpose of stealing motorcycles and trading in them, have been uncovered by the police of two widely separated communities, San Bernardino, Cal., and Manchester, N. H.. In Manchester seven arrests are reported of lads ranging from 12 to 16 years, but in police language they were mere "pikers" compared with the two who were caught in the California town.

Although but 12 years old they were found doing a thriving business in re-assembling stolen bicycles and juggling their parts around so they could not possibly be recognized by their original owners.

One of the California boys has been known among his mates as a sort of "mechanical wonder," and his parents and their friends fully expected he would some day become a great engine designer. He also must have had a good business head, for one of his tender years, because he and a smaller partner had a "plant" or rather a "fence" which would have done credit to a much older and more accomplished rogue.

The proprietors, apparently, did the stealing and the disguising. They gathered in bicycles of all makes and by removing their nameplates and otherwise destroying marks of identification by means of the superior mechanical skill of the head of the firm, they managed to place the wheels on sale at very moderate and attractive figures.

They were wise enough not to tell their "salesmen," who were boys living in their neighborhood, that the bicycles were stolen or composed of parts of machines which

had been stolen. The sales boys, therefore, innocently sold them on a commission basis to other boys.

Everybody admired the two arch thieves for their good business qualities, supposing that they were buying old and worthless wheels for a song and through their own efforts renewing them and selling them for a good profit.

In Manchester the case which has attracted the police is of a little different nature, but shows astonishing boldness on the part of seven boys who deliberately banded themselves together to make raids on bicycle repair shops and stores where new wheels were sold. In one night seven of them were taken and each one was charged with stealing. Just how much work they had done before they were captured the police have not yet learned, but it is thought they operated some time before they were suspected. They were mere school boys and their ages protected them from suspicion.

The Tour of a Texas Lady Killer.

What one man can accomplish on a bicycle at a ridiculously nominal cost has just been demonstrated in a rather remarkable and exceedingly interesting manner by Max J. Jurshels, of San Antonio, Texas, who has returned from a 15,400 mile trip through Europe at a cost of only 15 cents a day. Incidentally he found himself immensely popular with the ladies, though his photograph does not supply the answer. He declares that he had to dodge innumerable proposals of marriage.

He was on the go for nearly 16 months and he says it was the most instructive and enjoyable time of his life. He had but \$120 when he left his Texas home. He had just graduated from the Notre Dame Law College, at Notre Dame, Ind., but he had seen very little of the world. Having been a constant rider during his college days and being still devoted to his wheel, he decided to set out upon a wheeling tour alone, and as he expressed it himself, upon returning, simply "to jog along and josh the people whom he met by the way." Thus, he paid his way for the most part with Lone Star smiles and good nature.

He had but few troubles and made only an occasional stop. His trip through France, Holland, Belgium, Norway, Sweden, Germany and Switzerland was a delightful journey from beginning to end.

One of the most pleasant memories Jurshels, who is quite a young and stalwart person, has of the trip is the host of women admirers he left behind. According to his own statements he was besieged in every country he touched and the fair ones ranged from domestics to ladies with vast fortunes. In Spain particularly, he says, he received hundreds of proposals. He spurned them all and merely promised to return someday. He hopes to next summer repeat the trip accompanied by several cycling friends, who also may receive proposals.

JOYS MISSED BY THE "BUTTERFLY"

Velox Describes the Pleasures of Winter Riding—Finds a New Field for the Red Blooded.

"The time is fast approaching which sees the death of the butterfly cyclist. In a few short weeks he will bring out the swaddling cloths and the unguents, will smear the machine, that never yet saw mud, with most horrible greases, will tightly wrap it up against the rigor of winter—that it will never feel—much as a pump is protected against the frost. Then for six months will he hide it away in a dark shed, or stand it,



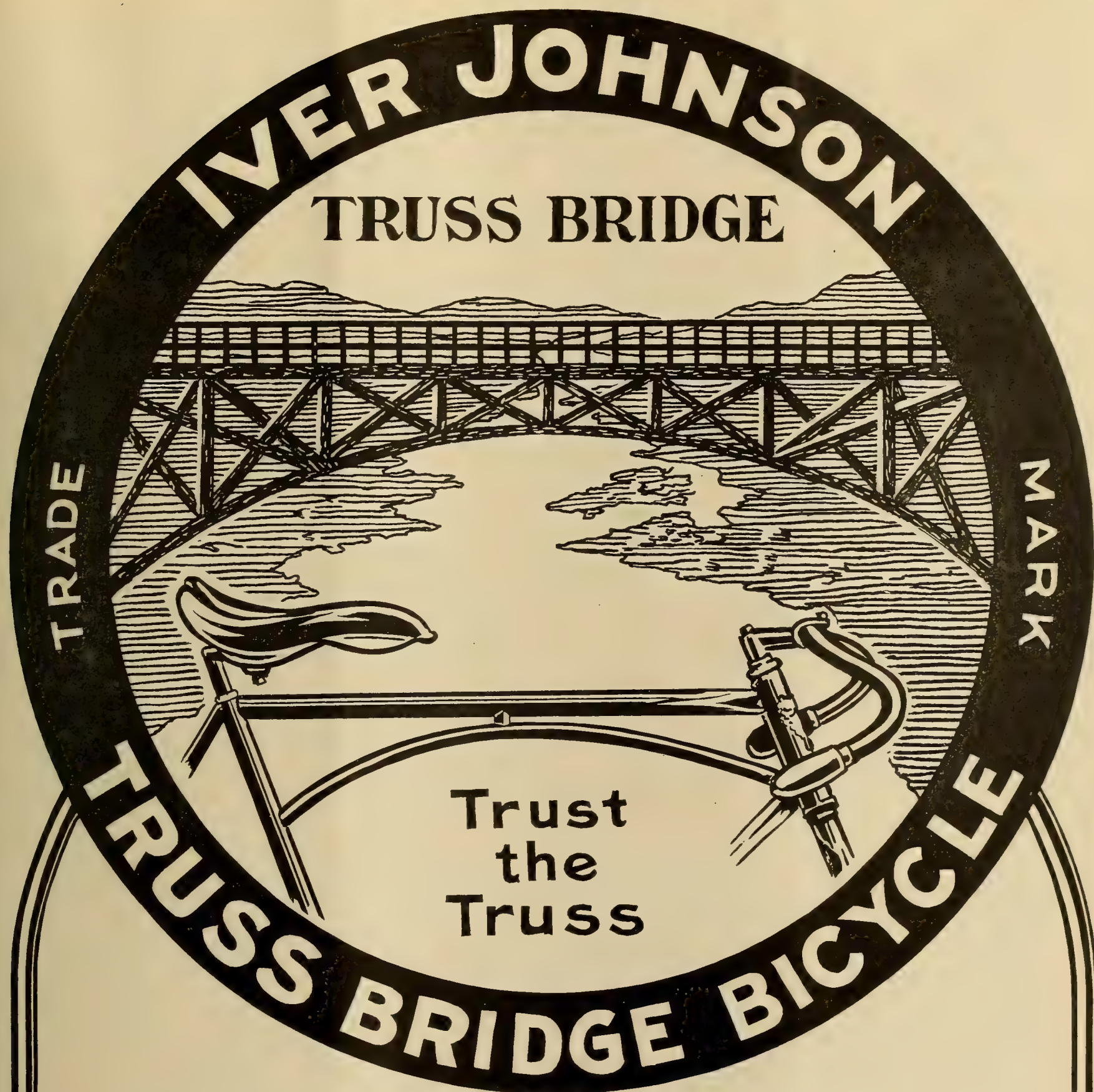
as an unconscious mark of reproach against himself, in the passage, where it will serve half a year's slavery as an extra hatstand. "This should not be," writes Velox in Cycling.

"There is a beauty of the day and a beauty of the night, there is a joy in hills and a joy in dales, indeed opposites in Nature are very closely akin, and were the ephemeral rider of the summer but to taste the joys of winter riding he would vow that he had discovered yet another pleasure in life, a pleasure that had all the while lain just outside his door, and was only waiting for him to go out and share it. It is quite true that there are days in winter upon which it is not a pleasure to ride, but then so there are in summer, yet this fact is not urged as an argument against riding in the summer. Certain it is that there are days in the winter that are as grand for cycling as any in the day-days. Who that has once experienced the pleasure of pedaling a low-g geared mount over hard, frosty, crackling roads, with the keen air sending vigor into his limbs and the blood into his cheeks, will deny that?

"But winter can give us weather of all kinds: sometimes there comes a day as still as heaven, when, but for the birds, the only sound in the lanes is the dropping to earth of some stout leaf that has outlived its fellows and has, for a time, bravely waved defiance at Nature herself; sometimes will come at week of great booming gales, when the wind will roar and whistle through the naked branches, and the cyclist will be kept busy dodging the fallen boughs and twigs that the gale has left in its wake; perchance the country will be veiled in mists that hide all familiar landmarks from view, or maybe the soft snowflakes will descend and turn the familiar green and brown landscapes to a perfect white. All these conditions, often unnoticed, always unappreciated in towns, where Nature is not allowed to have her say, contribute severally to the fascinations of winter riding. A point urged by the incredulous is that the roads are not rideable. The answer of the winter brigade is that any road is rideable—at a pace. There are few roads, claiming to be roads, upon which a pace of 9 or 10 miles an hour cannot be attained, when the rider is equipped with a proper machine. I believe that winter riding is chiefly a question of gear, and therein lies the whole secret. The result of the butterfly's experiment in winter riding probably ends in disaster, because he rides the same gear as he does in the summer. As a matter of fact, gears should be 20 per cent. lower and the pace 20 per cent. slower.

"But there are many other aspects of winter riding upon which I have not touched. The hospitality and comfort to be found at our old English inns the proverbial, but at no time does this comfort seem more real than when the cyclist arrives at some old-fashioned hostelry at night time, when the lights are making shadows on the black oak rafters and the big log fire is blazing brightly on the open hearth.

"The knowledge of obstacles overcome, and the gratifying feeling of having successfully pitted one's strength against the hostility of the elements, imparts a sense of well-being, nay, almost of pride. One feels that one has earned the comfort that now follows and a feeling of pity goes forth to the laggard and sluggard who deny the joys that are so real. The clubs have found out this secret long ago—that is the clubs that count. Indeed, those clubs that close down their riding season at the end of September or October, and take to billiards and cards exclusively, may be said to be the voluntary signatories to their own death warrant. A club that exists in being only so long as the days remain fine and warm, and meets but for the exchange of social amenities during the hard, stirring winter days, is already half dead. Its little light is out and it has gone to join the hundreds, nay thousands, of clubs that have been and now are not. Then is not the secret of a club's success its winter program? There lies the key to its future.



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RECENT PATENTS.

924,438. Bicycle. Italo Di Fabio, Philadelphia, Pa. Filed March 6, 1909. Serial No. 481,618.

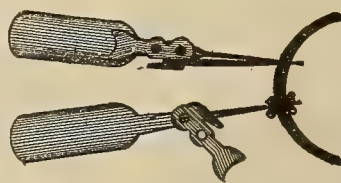
1. In a bicycle, the combination with the frame and the crank case, of a crank shaft journaled thereon, a sprocket wheel journaled on one end of the shaft, a hub journaled on the shaft outside of the sprocket wheel, a disc secured to the hub, and provided with a lateral annular flange extending toward the sprocket wheel, a disc secured to the shaft on the opposite side of the sprocket wheel and having a lateral flange extending toward the wheel, a clutch wheel secured to each side of the sprocket wheel and lying within the flange of the adjacent disc, a clutch connection between each of the wheels and the adjacent rim, a crank secured to the hub, and springs for returning the cranks.

924,541. Bicycle Seat Attachment. Abram W. Duck, Oakland, Cal. Filed Sept. 9, 1908. Serial No. 452,226.

1. In a bicycle, a rear supplemental saddle support, said support consisting of a bar having its front end provided with means for attaching it to the main frame of a bicycle, a yoke for the rear end of said bar, sleeves mounted on the yoke having extensions by which they may be attached to the rear axle of a bicycle, said yoke having ends passing through and below said sleeves and springs on the yoke and abutting against the sleeves, said yoke being slidably mounted in said sleeves.

925,239. Spark Plug. Fred W. Smith, Aberdeen, S. D. Filed June 22, 1908. Serial No. 439,717.

1. A spark plug comprising a casing and an insulating core, the casing having a portion of lesser internal diameter extending beyond the end of the core, said casing being provided with an internal annular flange at the junction of the portion of lesser diameter therewith, and an electrode extending beyond the core and into the portion of lesser internal diameter, said electrode being provided with a substantially horizontal projection at the level of the flange.



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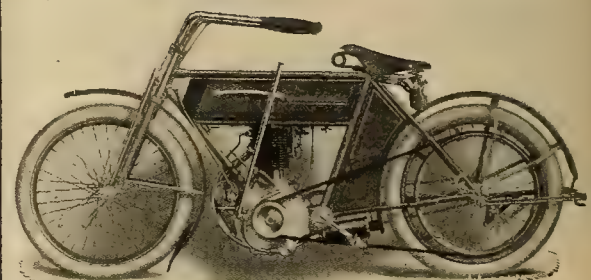
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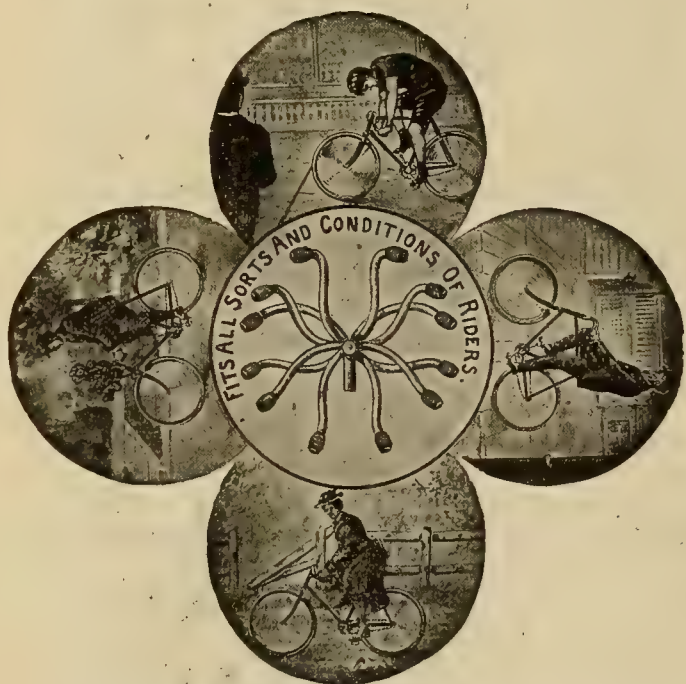
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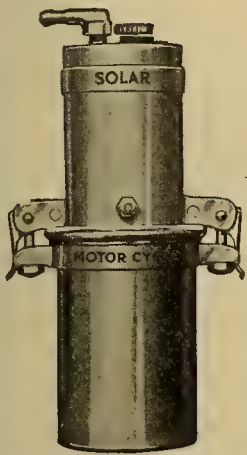
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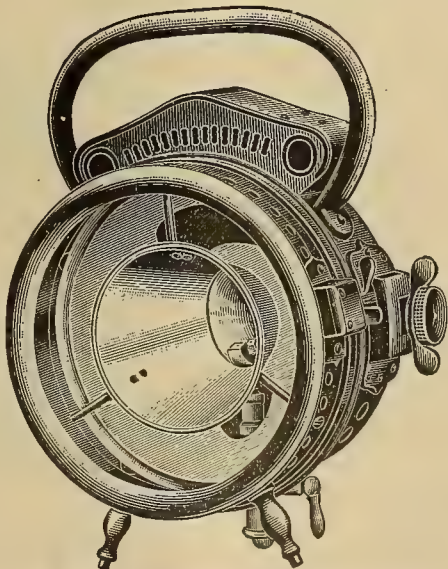
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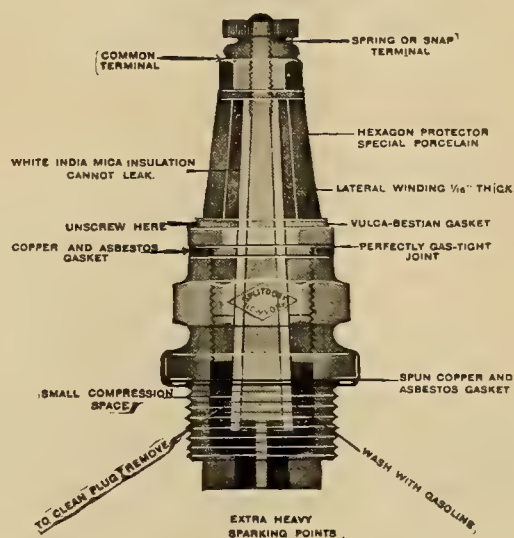
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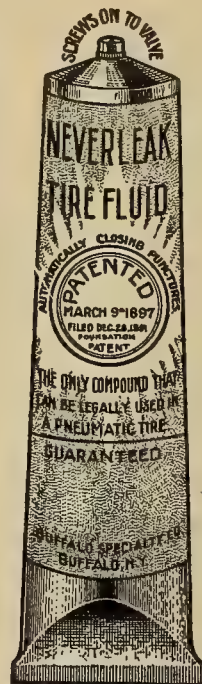
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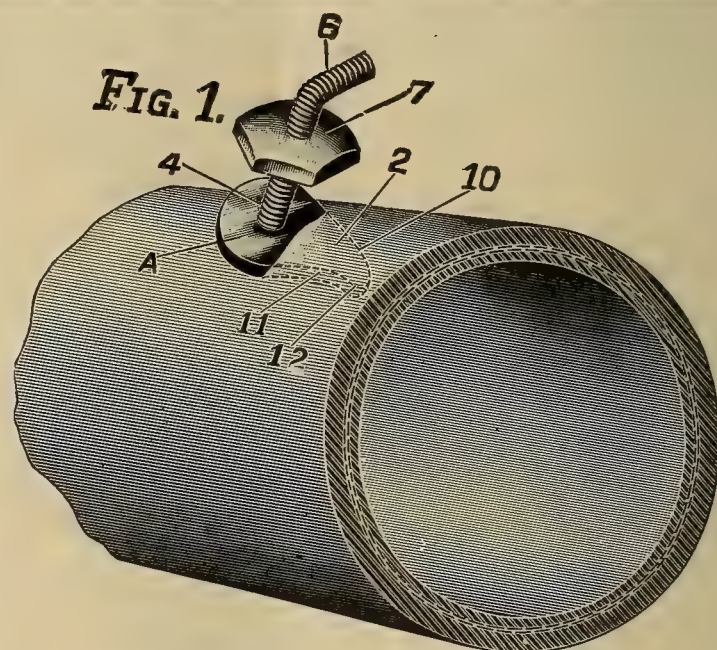


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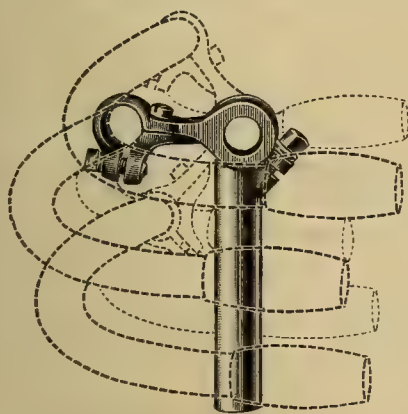
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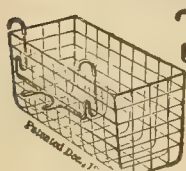
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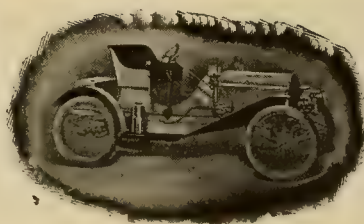
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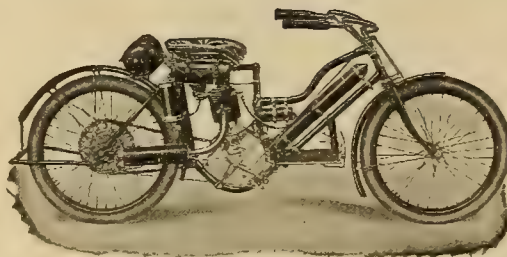
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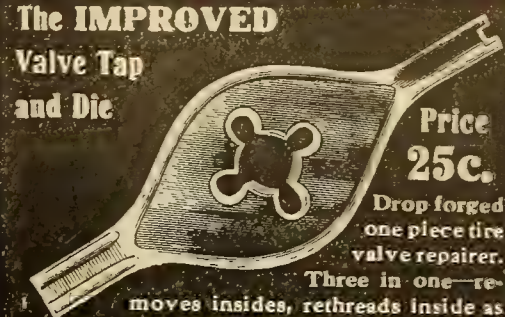
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MAGNETO IGNITION

72 Pages Bristling With Helpful
Advice and Suggestion.

BICYCLING WORLD COMPANY
154 Nassau Street New York City

It was

NOT DUE TO ACCIDENT

that



Kokomo Motorcycle Tires



made such a big "hit" immediately they were placed on the market. We knew they were right before we offered them for sale and extended use simply verified our knowledge. The fact that it was possible to make an anti-skid tread that would last, which first caused such wide comment, and induced other tire makers to "sit up and take notice," was succeeded by convincing proof that the lasting qualities of Kokomo tires as a whole are so much greater than all other tires as to place Kokomos in a class by themselves. They point the way to avoid tire trouble and to reduce tire expense. Unless you are easily dissuaded, you can have Kokomo tires fitted to your motorcycle without extra cost. As for

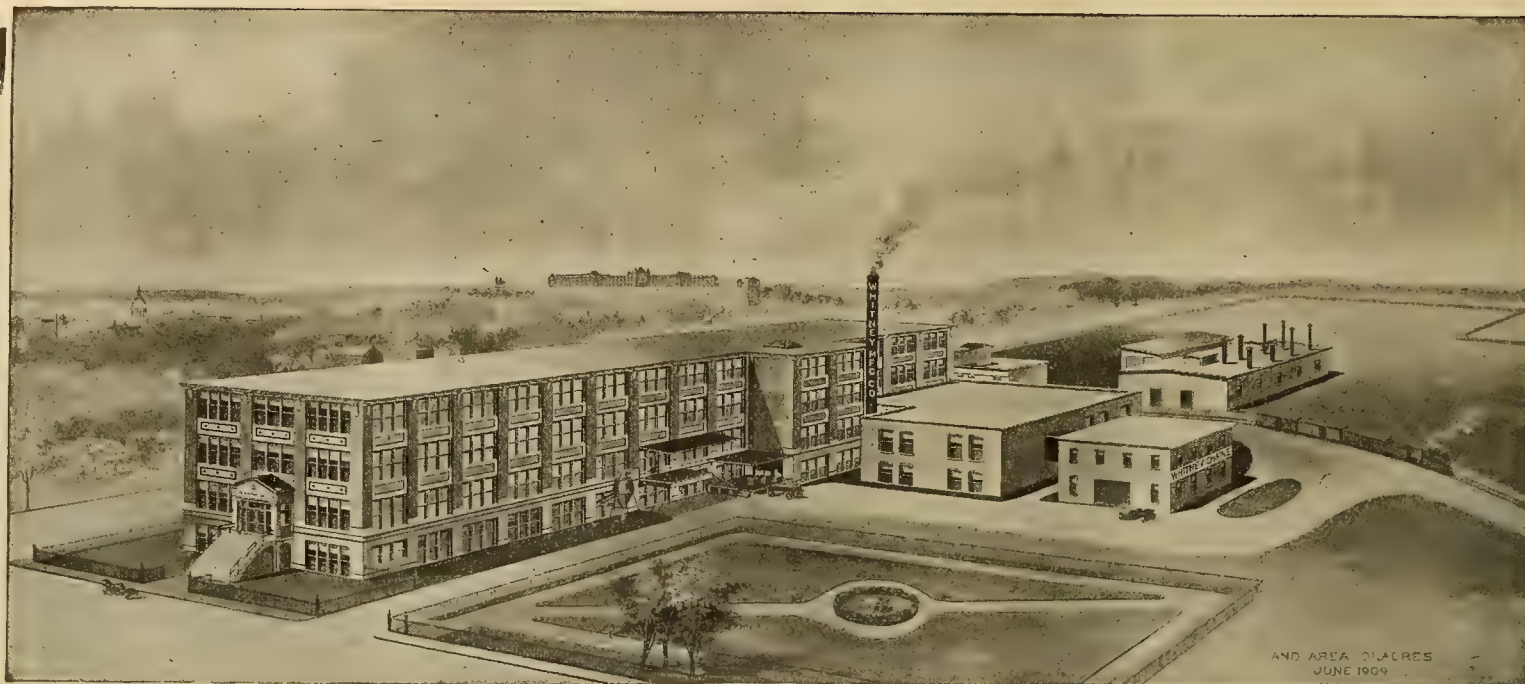


Kokomo Bicycle Tires

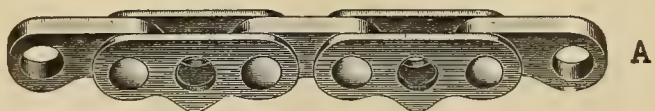


the cycle trade and the cycling world long ago learned that they represent extraordinary values.

KOKOMO RUBBER COMPANY
Kokomo, Indiana



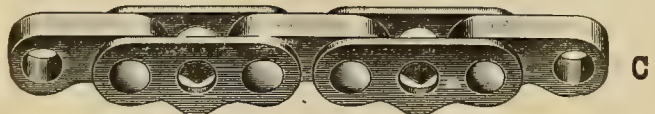
"Whitney" Chains are made in one of the most modern of American fire-proof factories.



A



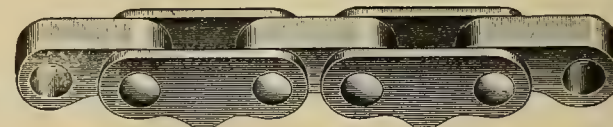
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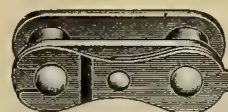


F

If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
For Motorcycles, Etc.



**New Patent
Safety
Connecting
Links**



**For Bicycle and
Motorcycle Chains**



THE WHITNEY MFG. COMPANY
Hartford, Connecticut

Pope Bicycles

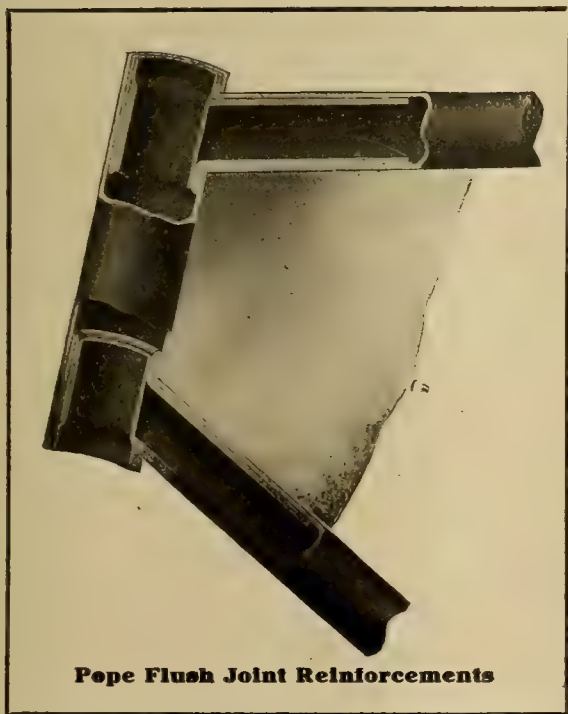
Are YOU getting your full share of HIGH GRADE business?

Have YOU found a strongly increased demand for such machines since the general improvement of business?

POPE DEALERS can answer "YES" to both questions. The business they are doing NOW and the prospective business in sight, in comparison with recent years, is GREAT.

Our Salesmen are covering the ground as fast as possible, but if the man who looks after your territory is not due for some time. DON'T WAIT, but communicate with us direct, and arrange to get some of this business. POPE BUSINESS is coming with a rush. The proposition this year is so good that you will regret it if you tie up with other lines.

Don't Forget Fay Juveniles For Christmas Trade



Pope Flush Joint Reinforcements

Pope Bicycles

ABOUND IN DISTINCTIVE IDEAS

They are not just ordinary bicycles built around one idea but are full of individual features.

Note the splendid and mechanical method of the Pope Flush Joints. The branches of the steering head are larger than those in common use, acting as a further reinforcement of the joint as well as stiffening up the head. Observe the large brazing surface. The brazing is done by the "dip" method, which secures

an even distribution of the brazing spelter such as cannot be obtained by the old and uncertain hand brazing, still in use in many factories. Our method is SURE. The other is GUESS WORK.

1910 Catalogues NOW READY

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

986 BICYCLE DEALERS
WHO DID NOT SELL

Diamond Bicycle Tires

IN THE 1908 SEASON HAVE
SOLD THEM THIS YEAR

They will all handle the Diamond line again next year.

Our list will keep on growing.

We don't lose bicycle tire customers.

One big reason for it is that values are now scrutinized more closely by the progressive men of the trade and by the consumer, than was true at one time.

The Diamond 1910 line is interesting to those who desire to do business on such a basis.

C O R R E S P O N D E N C E S O L I C I T E D
S A M P L E S O N R E Q U E S T

THE DIAMOND RUBBER CO., Akron, Ohio

Morgan & Wright Motorcycle Tires for 1910

During the coming year, Morgan & Wright motorcycle tires will be furnished either as regular or optional equipment on practically every machine made in this country.

Besides the superior merit of the tires, proven time and time again by their performance on road and track, this fact should also appeal to the man who is selecting his tire equipment—Morgan & Wright have more branches and agencies scattered thruout the country than any other motorcycle tire maker. These branches carry constantly a complete stock of all sizes and treads, so that your requirements can be filled immediately.

MORGAN & WRIGHT, Detroit

Buffalo, 379 Washington St.
Syracuse, 214 S. Clinton St.
Rochester, 24 Exchange St.
Pittsburg, 913 Liberty Ave.
Cincinnati, 717 Main St.

New York, 1849 Broadway.

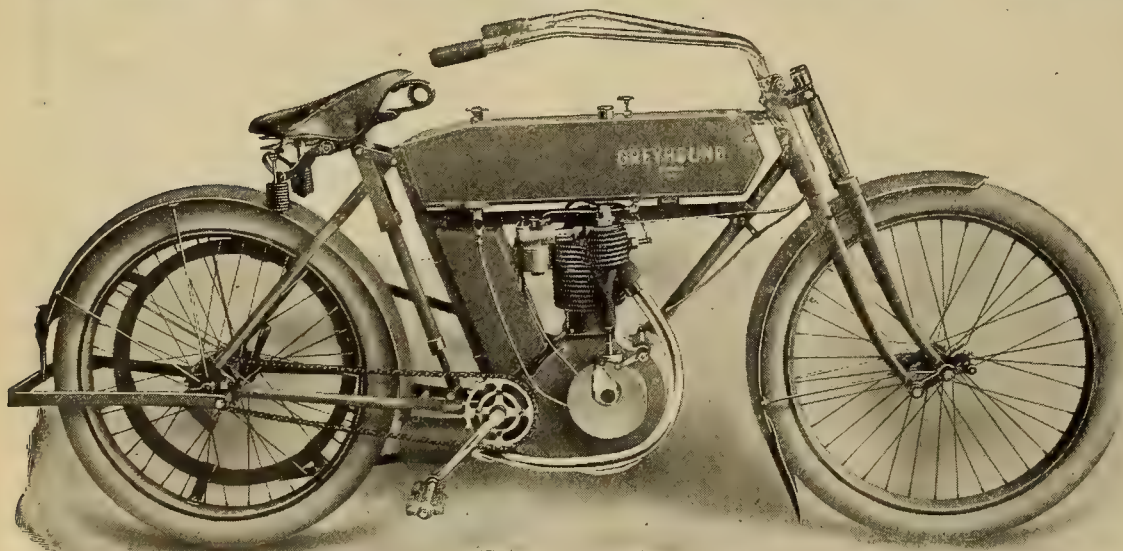
Cleveland, 2048 E. Ninth St.
Atlanta, 50 N. Pryor St.
Chicago, 81 Michigan Ave.
Minneapolis, 911 First Ave. S.
Milwaukee, Cor. 4th and Prairie Sts.

MORGAN & WRIGHT OF NEW YORK:
Boston, Motor Mart.

Kansas City, 605 E. 15th St.
St. Louis, 538 N. Vandeventer Ave.
Denver, 16th and Broadway.
Portland, 86 Sixth St.
Los Angeles, 1108 S. Main St.
San Francisco, 569 Golden Gate Ave.

Philadelphia, 123 N. 13th St.

THE SPLENDID GREYHOUND FOR 1910



(The illustration used in this space last week pictured the 1909 Greyhound. The above is the 1910 model.)

will make its first formal public appearance at the Atlanta Show.

Later it will be seen at the big shows at New York, Chicago and Boston.

It will appeal most forcibly to the "men who know."

It is designed by a real designer and built without limit as to cost.

It is clean-cut, modern, efficient and without a doubt the most comfortable motorcycle to ride in the whole wide world.

The GREYHOUND SHOCK

ABSORBER and Cushion Front Fork make it so. Catalogue free. Agency correspondence invited.

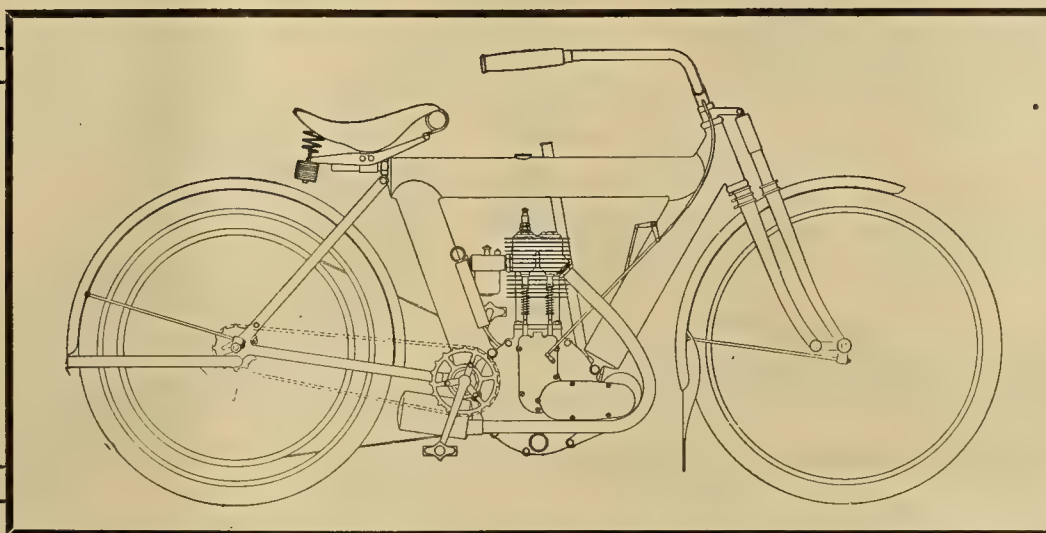
GREYHOUND MOTOR WORKS, 1443 Niagara St., Buffalo, N. Y.

Member Motorcycle Manufacturers' Association.

Selling Agents, Metropolitan District—THE BROWN-DEWEY CO., 1697 Broadway, New York.

FIRST 1910 ANNOUNCEMENT PIERCE MOTORCYCLES

Two
Speeds
in the
Four



Long
Stroke
in the
Single

FOUR CYLINDER

Our Four Cylinder Motorcycle for 1910 is considerably in advance of the 1909 Model. The most notable improvement is the addition of the two speed and free engine contrivances. Sliding gear transmission with shaft and gears is used. More horsepower and even greater simplicity than in last season's Model. Improved oiling system and several minor changes.

SINGLE CYLINDER

After much experimenting we are offering to the trade for 1910 the first Pierce Single Cylinder Motorcycle. It is as carefully constructed as the Four Cylinder but on account of the simpler motor and transmission we are able to offer it at a price that will compete with all other Single Cylinder Motorcycles. Pierce design and quality throughout. More than usual horsepower. Remarkable for smooth and efficient running.

The Pierce Agency for 1910

is an asset well worth having. If you are a dealer, regularly in business, we invite correspondence on our proposition: "THE AGENCY THAT PAYS."

1910 Advance Catalogue Now Ready
SENT TO ANYONE ON REQUEST

THE PIERCE CYCLE CO., Buffalo, N. Y.

PACIFIC COAST BRANCH—OAKLAND, CAL.

FISK TIRES

FOR

Bicycles and Motorcycles

but like Tennyson's brook—FISK QUALITY goes on forever. FISK on your tires means, always—reliability.

THE FISK RUBBER COMPANY, Chicopee Falls, Mass.

Branches in
seventeen cities.

In the heyday of the "wheel"—before motor cars became the toys of the wealthy—the name FISK on Bicycle Tires was a synonym for supreme quality. To-day FISK still represents all that is worthy in Bicycle and Motorcycle Tire construction.



Times
have changed,

PITTSFIELD MOTORCYCLE COILS

for single or twin cylinder—flat or conical ends

PITTSFIELD

To take the coil out of the "uncertain" part of the equipment, make it a "Pittsfield."

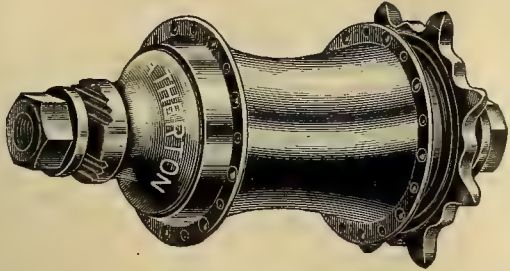
All the jars, jolts and tough usage in hard service are provided for in the sturdy construction, and electrically every "Pittsfield" will not only deliver a working spark on the faintest trace of primary current but will stand unusual overload of current without breaking down or short-circuiting.

In writing for prices, tell us what you require.

PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

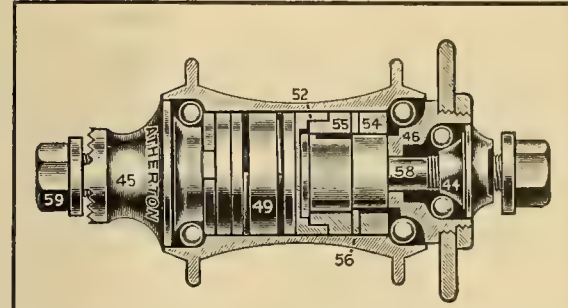
SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

THE ONLY REAL DEVELOPMENT
in Coaster Brakes Since the First One Was Produced



is the

NEW



Armless Atherton

All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

IT AVOIDS { Endwise Sliding Parts
Jamming End Strains
Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

Operated by cams and levers

IT AFFORDS { Perfect Brake
Absolutely Free Coaster
Genuine Satisfaction

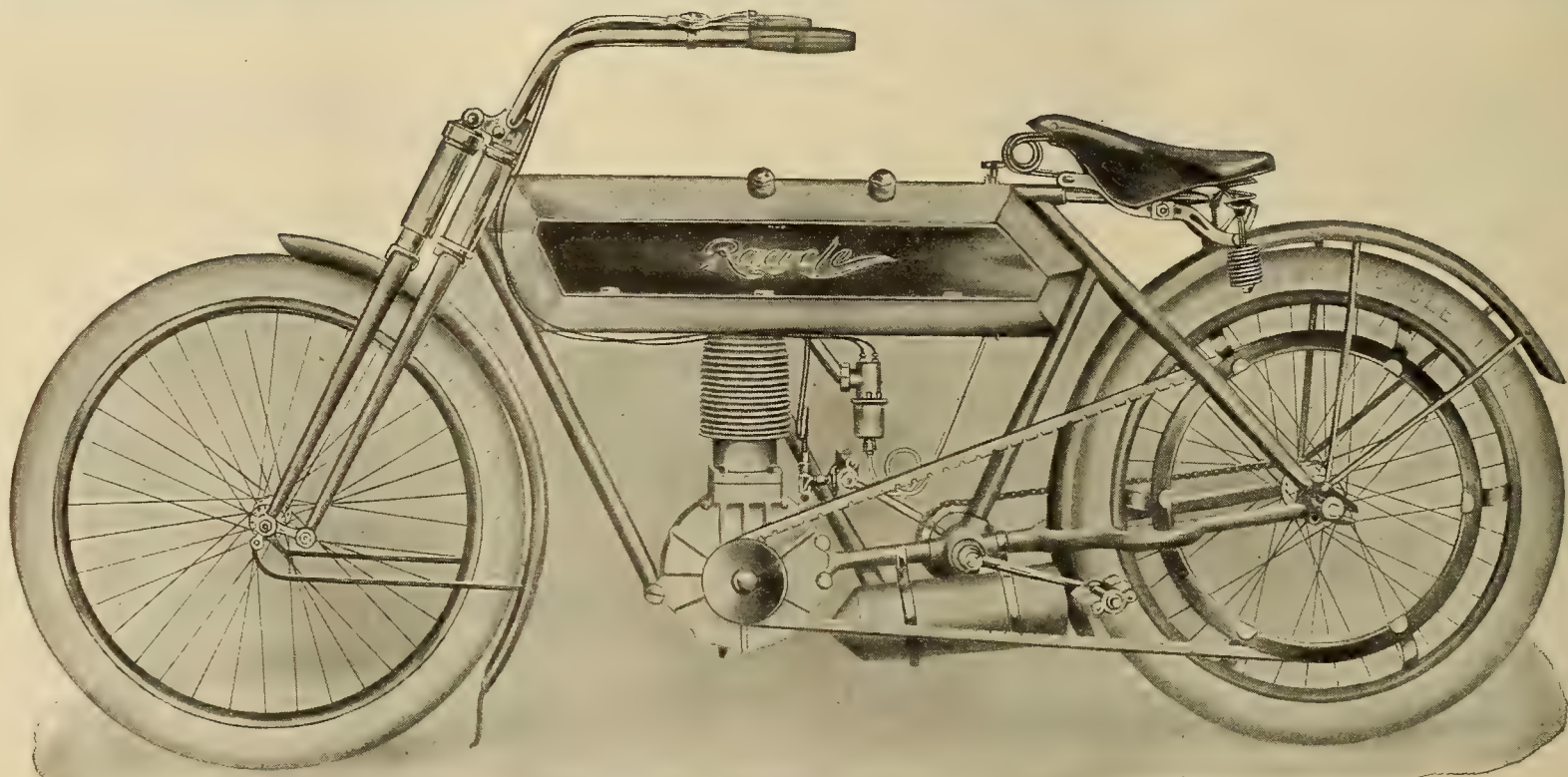
Get the up-to-date coaster brake while you are about it.

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, NEW YORK

HERE IT IS!
The 1910
Racycle Motorcycle



The Motorcycle That IS a Motorcycle

Note the Beautiful Lines of the Frame!
Note the Comfortable Riding Position!
Note the Low Frame Construction!

Four Horsepower Engine
Emergency Gasoline Tank

Imported English Carburettor
Improved Musselman Coaster Brake

Write for full particulars and agency proposition. Closing agencies everywhere every day

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. 3.X.

New York, U. S. A., Saturday, November 12, 1909.

No. 7

COX FINDS ROSE-HUED CONDITIONS

Pope Manager Returns From Long Trip with Reports of Prosperity—Has Orders to Support Assertions.

Returned from a two months business tour which reached to the Pacific coast, J. F. Cox, sales manager of the Pope Mfg. Co., reports that he booked many more and larger orders than on any similar trip during late years and generally found the western country filled with prosperity and proper appreciation of the bicycle.

In Denver and Los Angeles, where motorcycles have attained unusual popularity, Cox says that the interest in and demand for pedal propelled bicycles have been somewhat affected but notwithstanding there is small ground for complaint. Everywhere else he found conditions so much improved that he believes the 1910 season will be the best the cycle trade has experienced in a considerable period.

It is not a state secret that the present year has been one of the most prosperous the Pope company has enjoyed since cycling interest reached a sane state, and Cox exhibited a list of orders that proves that the demand for the 1910 goods is several thousand machines larger than at this time last year.

Lipton Here to Boost Ceylon Rubber.

Sir Thomas Lipton's present visit to this country is not wholly due to his large interests in teas and yachts. For, among other things, Sir Thomas is deeply interested in Ceylon rubber and he saw in the existing acute stage of the Para market an auspicious opportunity to introduce the Ceylon product to American tire manufacturers. According to reports, he has not been wholly disappointed in the results of his visit, and while most of the tire makers hesitate to use other than Para rubber on account of the latter's established reputation, there are those who probably will give

the Ceylon product at least a trial. As it is a "cultivated" product, it is classed as high grade, and if it pans out as expected the price of Para may topple from the great heights it has attained. In fact, it already has begun to drop, up-river fine being quoted this week at \$1.95 per pound, a reduction of 9 cents.

Three Silvers in Salem Company.

The Autocycle Co., Salem, Ohio, which recently was incorporated, has completed its organization by electing the following officers: President, E. W. Silver; vice-president, A. O. Silver; secretary, R. W. Campbell; treasurer, H. C. Goodchild. These officers and H. M. Silver compose the board of directors. The concern has opened an establishment on East Main street.

Model "Opens up" in Memphis.

The Model Automobile and Motorcycle Co. is the style of a new concern which has opened for business at 444 Monroe avenue, Memphis, Tenn. J. A. Huntzicker, who is in charge of it, was for several years with the jobbing firm of H. A. White & Co. The new concern has the agency for the N. S. U. line.

Swindler "Working" Western Dealers.

Apparently a smooth individual is traveling the West, imposing on the dealers in that part of the country. Indication thereof is contained in a brief telegram from R. H. Weber, from Sioux Falls, S. D., as follows: "Slick swindler 'working' bicycle dealers with a fake plating solution."

Harris Again Goes Westward.

D. P. Harris, the New York manufacturers' agent, departed on Saturday last for another western trip which will extend to the Pacific coast. He will not return until Christmas.

Colorado Shop Changes Owners.

Percy Griffin and Donald Foote have purchased the bicycle and machine shop at 426 Colorado avenue, Colorado City, Col. The name of the former is not given.

ATLANTA SHOW A DISAPPOINTMENT

Representative Display, but Slim Attendance—Motorcycles Tucked Away in Lonesome Basement—New Models and New Accessories Disclosed.

Of the automobile exhibitors who exhibited at the Atlanta (Ga.) show, which closes its doors tonight, there are few, if any, who do not share the opinion that figuratively speaking, they have spent the past week in an orchard rich in that oval-shaped, golden skinned fruit distinguished by an acid juice which is so useful for making summer drinks palatable.

With this sentiment prevailing in respect to a national show held under the auspices of the National Association of Automobile Manufacturers, in which the motorcycles were mere incidentals, which rarely if ever received mention in print, and which were tucked away in a basement room off the main line of travel—with these conditions prevailing it readily can be understood what must be the opinions and feelings of the motorcycle exhibitors and what were their returns.

As a matter of fact, the Atlanta show, of which so much was expected, proved a great disappointment; as one description expressed it, it was largely of "superheated newspaper manufacture." It had everything but the crowds which make the success of all public exhibitions. Agents were few and far between and despite several months of prominent and picturesque "advance work" by the Atlanta papers, not even the Atlanta public had been sufficiently aroused or sufficiently interested to attend in any considerable throngs; even the bait of complimentary tickets generously distributed failed to crowd the house on the opening night. The Atlanta papers, the owners of which are big and influential men in the South, who played large parts in inducing the automobile manufacturers association to father the show, falsified their

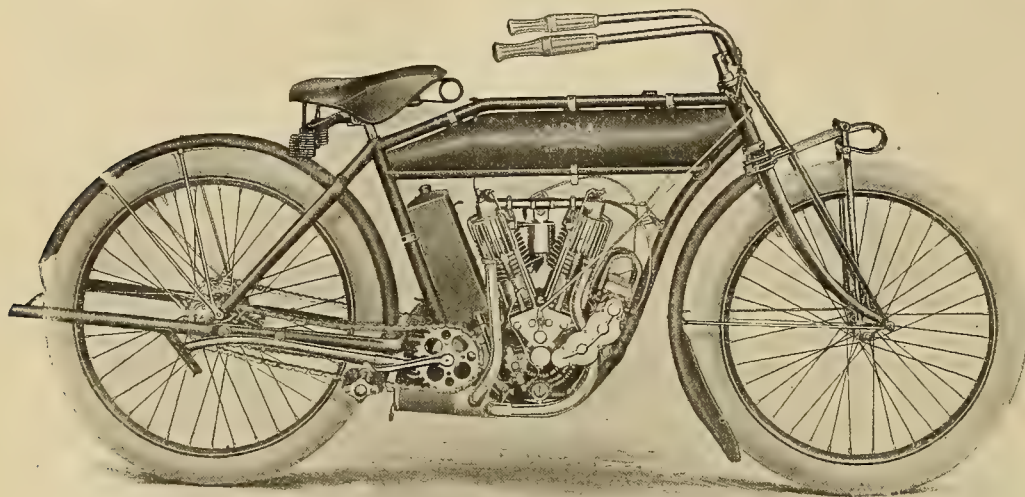
stories of the attendance with a cheerfulness that was astonishing. On "Society night," there was present what might be called a goodly crowd, but it did not descend to the basement where the motorcycles were staged. On other nights the attendance was light; in the afternoons, the building practically was deserted, many of the attendants at the exhibits deserting their posts to witness the racing at the new speedway, eight miles distant.

made without joints, and braced from top to bottom. Instead of being attached directly to the axle, however, it is coupled at its lower end to a little bell crank lever on either side of the wheel, this lever rocking on the axle, and being connected at its other end with a vertical brace to which the spring is connected. The rear end of the spring, of course, is rigidly attached to the under side of the crown.

The new mechanical oiler is attached to

A new stand which is included in the equipment of each of the new models, is very strongly made, with D-tube supports, forged steel brackets and cross connections at the bottom. When not in use it is supported horizontally by a catch on the extreme end of the rear mud guard.

Of the four Indians presented for 1910, the $2\frac{3}{4}$ horsepower model is retained and a new 4 horsepower of $3\frac{1}{4} \times 3\frac{1}{2} \times 43-64$ inches cylinder dimensions has been added, these comprising the single cylinder offerings. The two twins are the 5 and 7 horsepower models, both of which are modifications of former types. Magneto ignition now is standard for all models.



1910 INDIAN SHOWING NEW SPRING FORK

The motorcycle section, as stated, was located in a room in the basement of the auditorium. The room, which adjoined the cafe, was, of course, not in the main line of travel and as Atlanta is a "dry" town, not even the cafe served to attract many spectators downstairs. To tell the whole truth, the motorcycle section was rather a lonesome place. A few of the exhibitors did some business, chiefly local, but none did enough to cause any particularly noticeable enthusiasm.

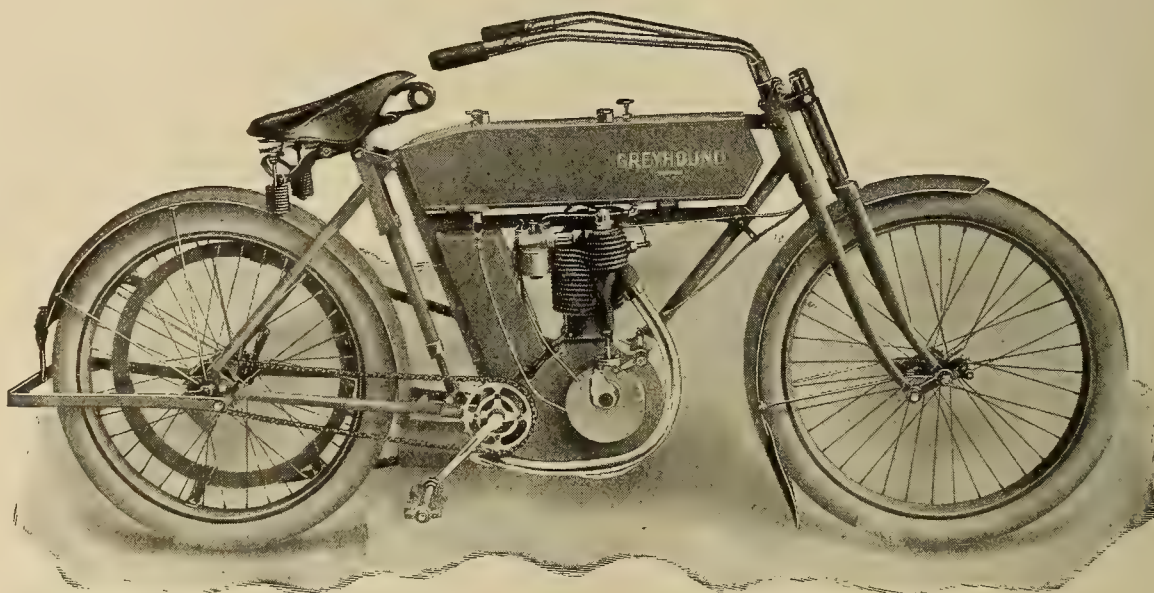
In all, there were nine exhibitors in the section, who staged a total of 31 machines, of which 23 were singles and 8 twins. From the standpoint of the motorcycling world the display was of interest, however, in that it marked the first uncovering of 1910 models and showed wherein the improving hand had found room for betterment.

The fact that the Hendee Mfg. Co., who showed three single Indians and two twins, had announced a free engine and two-speed gear as one of the Indian features for 1910, had sharpened eyes for a glimpse and inspection of such a far-reaching device, but the curiosity was not satisfied, as none of the machines displayed were equipped with it. They were, however, provided with the new spring fork and automatic oiler, which constitute the other two chief innovations of the Hendee line.

The spring fork, which somewhat alters the appearance of the Indian, is of the trussed type, with a laminated spring which is made with a return loop to save undue length. The main fork corresponds very closely with the ordinary rigid fork, being

the right side of the crank case and is perfectly automatic. Although a hand pump is still retained, it is intended for use only when an extra supply of oil is required in

Rebuilt from top to bottom, the new Greyhound makes its first public appearance, so to speak, at the show. Though a direct successor to the good old Auto-Bi, even the name of its makers, who are the Greyhound Motor Works, Buffalo, N. Y., having been changed to correspond with the product, the new machine bears little resemblance to its prototype. Practically the only recognizable feature about it, is the original form of shock absorber, which was introduced about a year ago, and which is being emphasized even more strongly than ever. It now is supplemented by a new cushion fork. To obtain a yielding support for the forward end of the mount the twin fork principle, which is a thoroughly tried one, has been adopted. Its most novel feature is embodied in the use of ball bearings



THE GREYHOUND IN ITS NEW GUISE

the engine, or when the entire supply is to be renewed after the old oil has been drained off. The mechanical lubricator consists of a small plunger pump which is driven by a slotted disc enclosed in a small housing and actuated from the cam shaft by bevel gears. The pump delivers oil directly to the cam case, from which it is drawn to the crank shaft bearings and the crank pin by centrifugal force, which throws the surplus lubricant from the fly wheels into the case.

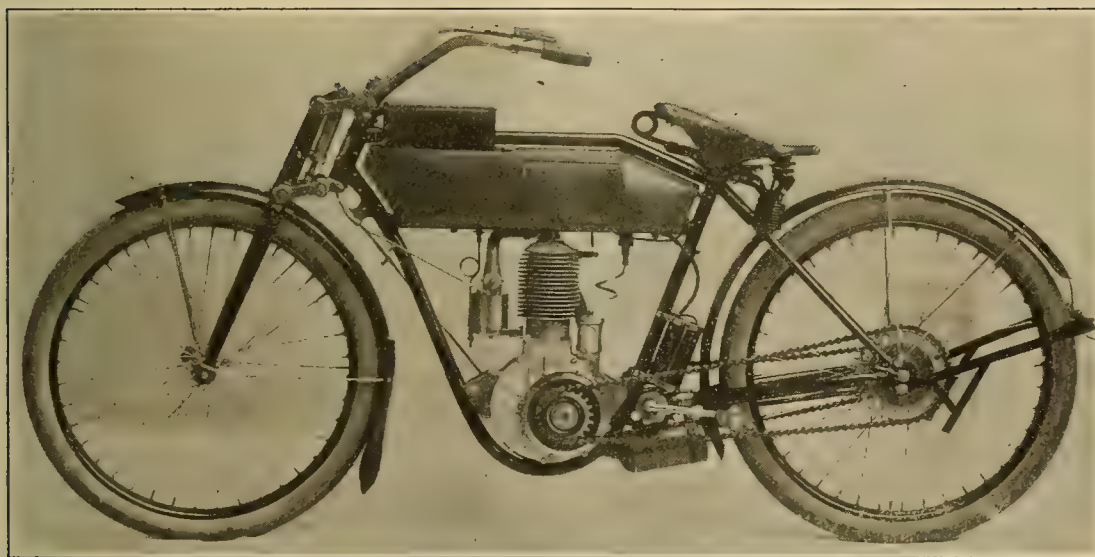
to carry the little rockers which are supported by the front axle, and upon which the working of the fork depends. Introducing this feature, considerably facilitates movement in the fork, and throws practically all the work of shock absorption on the cushion, where it belongs. As is common with several other forks of the same general class, the principal load is carried by the cushion which is placed at the upper end of the front fork member and is connected to the head by means of a couple of

thin arm, to which it is pivoted to give it freedom of movement. The entire guiding action is controlled by the rear and main fork, which passes up through the head.

As heretofore, the saddle, instead of being carried rigidly by either the top tube or the seat post mast, is mounted on an independent supporting strut member, which is telescoped over a compound spring, as in the ordinary spring seat post. The cushion member is carried by the main frame, just back of the hanger, as its lower end, while above it is linked to the frame in such a way as to be allowed perfect freedom of vertical motion, but no side play.

The $3\frac{1}{4}$ by $3\frac{5}{8}$ inch motor is set vertically in the frame and has enclosed fly wheel, automatic inlet valve, and a one-piece

being of the single cylinder type. The motor, it is asserted, has given remarkable results, developing 4.7 horsepower at the rear wheel on brake test, and otherwise the IV as a whole is marked with new features. Imported Mannesman tubing is employed for the frame, and the engine is a one-piece casting for the cylinder and head. All the main bearings have anti-friction roller bearings, and a mechanical oiler is provided, operating on the centrifugal pump system. In this model the compensating sprocket for the chain drive is placed on the motor itself instead of on the rear wheel. New design appears in the steering head bearings, which take $\frac{1}{4}$ inch balls. Because of the weight and power of "IV" a larger Thor coaster brake has been de-



AURORA AUTOMATIC MACHINERY CO.'S THOR IV

cylinder casting. The standard ignition specification is for dry cells and coil. Option is offered on the magneto, however, at a moderate advance in price. For transmission, either the V-belt without idler, or the flat belt with a hand operated idler may be had at the option of the purchaser. The machine on view at the show displays the arrangement.

The long and modish bars, which have a 20 inch spread, are left perfectly clean externally, all connections for the double grip control being kept out of sight. The spark and compression release are controlled by the right hand, and the throttle by the left, all connections being made by German silver wire led down within the handle bars and head. The combination tank carries 6 quarts of gasolene and 2 quarts of oil, as well as the batteries and coil. Heavy steel clincher rims, rolled steel mud guards, $3\frac{1}{2}$ inches wide, and general solid construction in other respects attest its durable qualities. With its 56 inch wheel base, low saddle position and long bars, it has the proper rangy look which has become essential to the modern machine.

The Aurora Automatic Machinery Co., Chicago, Ill., disclosed the Thor IV, over which considerable curiosity had been aroused, and which means 4 horsepower and not a quartet of cylinders, the engine

signed for it, having increased friction or braking surface of 50 per cent. over the type used in the other models. The brake arm sleeve slides into a loop on sleeve or frame, allowing the hub to be adjusted or removed without screws. The tanks are especially large, one holding $1\frac{1}{4}$ gallons of lubricating oil, the other $1\frac{3}{4}$ gallons of gasolene. The remainder of the equipment includes the Thor pneumatic fork and the carburetter, which are important features of the other models. The latter are represented in a $3\frac{1}{4}$ horsepower single, with chain and gear transmission and battery ignition; the 6 horsepower twin, with battery and with magneto ignition; and a 6 horsepower twin, with belt drive, magneto ignition and roller bearings for the motor.

The Harley-Davidson Motor Co., Milwaukee, Wis., staged a 4 horsepower single cylinder with battery ignition, another with magneto, and a 7 horsepower twin with magneto. To the eye they present few changes from their popular predecessors, the changes being in the nature of minor refinements. The exhaust valves have been made as large as possible to provide a free exhaust and the exhaust pipe has been enlarged to $1\frac{1}{4}$ inches, to increase the engine flexibility. The crank hanger has been moved slightly forward, giving increased comfort in the riding position.

These substantially are the only respects in which room was found for improvement

The Excelsior Supply Co., Chicago, Ill., was represented by all four models of its 4 horsepower Excelsior. These included models B and B. M., having 28-inch wheels and equipped with battery and magneto, respectively, and models C and C. M., having 26-inch wheels and provided respectively with battery and magneto. As is the case with most of the 1910 machines, the Excelsiors practically are unchanged, only insignificant details having required attention.

Four models of the 1910 Yale were shown by the Consolidated Mfg. Co., Toledo, O., including a $3\frac{1}{2}$ horsepower single with magneto and flat belt, a similar machine with battery and Shamrock-Gloria rubber belt—another with battery and flat belt, and the $6\frac{1}{2}$ horsepower twin with Curtiss leather belt and a magneto. The use of the Curtiss leather belt represents one of the few changes in the details of the Yale line. The show marked the first public appearance of the Yale twin, which is, however, merely a "doubling up" of the single cylinder construction.

The Merkel-Light Motor Co., Pottstown, Pa., offered for inspection the Merkel $3\frac{1}{2}$ horsepower single with battery ignition and with magneto, the $6\frac{1}{2}$ horsepower twin with magneto, and a Light. A small demonstrating apparatus helped explain the workings of the Merkel automatic oiler, while various unassembled parts showed the construction of the ball bearing motor and the spring frame which are characteristic of the Merkel line. The machines revealed no alterations from the models already on the market, the improvements being in the nature of detail refinements.

Two 1910 models of the N. S. U. were revealed in the quartet of machines which arrived on Tuesday at the space of the N. S. U. Motor Co., of New York City. The new 6 horsepower was equipped with a two-speed attachment, and showed a lower frame, a new foot brake, a new stand and several minor improvements, while the 1910 small twin, of 3 horsepower, disclosed larger bushings and heavier cylinders and crank case than the corresponding model which it succeeds, the mechanical valves also being improved. The 4 horsepower single cylinder F. A. M. model and the $3\frac{1}{2}$ single touring model constituted the balance of the exhibit.

The M. W. Arrowood Co., Atlanta, Ga., representing the Wagner Motorcycle Co., had a 1909 and a 1910 Wagner side by side, the latter having the same $3\frac{1}{2}$ horsepower single cylinder engine and belt drive as the former, but being marked by wider forks, $2\frac{3}{4}$ -inch instead of $2\frac{1}{2}$ -inch tires, and a metal tool bag on the top rail. A Heitger carburetter is used in the new model and a

(Continued on page 256.)

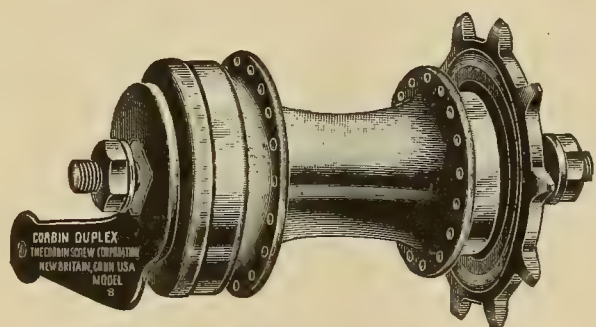
We Offer You a Choice

in both bicycle and motorcycle brakes, and as they all are

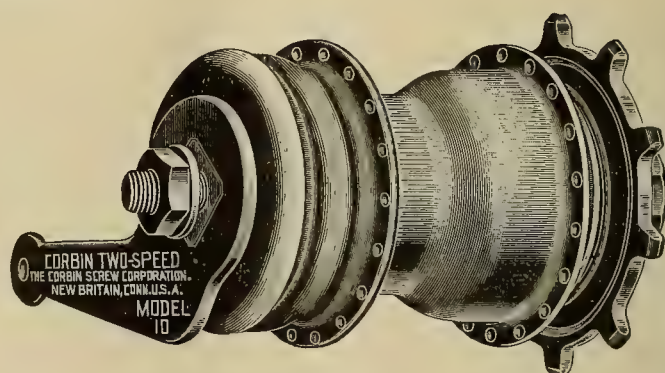
— CORBINS —

it goes almost without saying that they are right in every detail

FOR BICYCLES

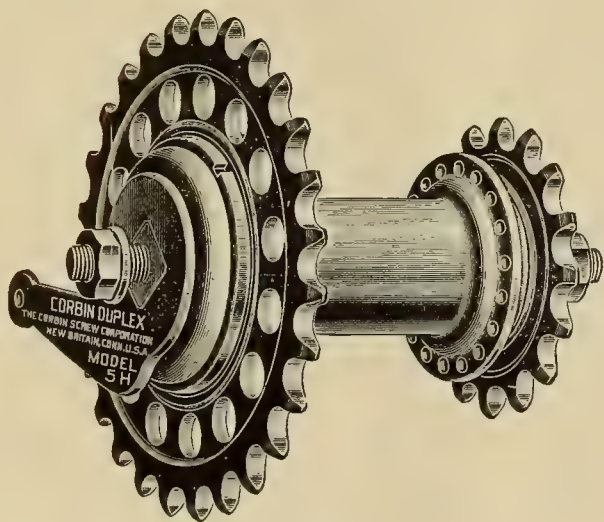


Standard

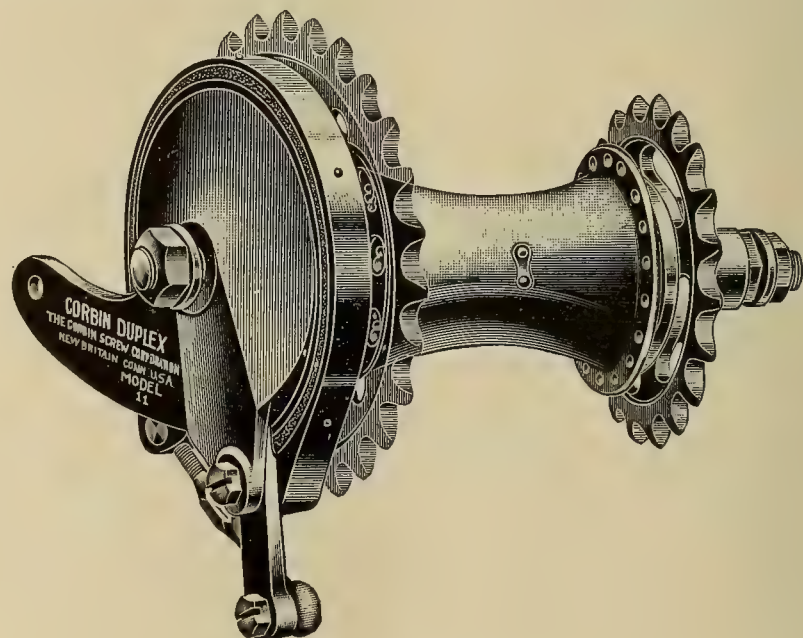


Two-Speed

FOR MOTORCYCLES



Standard



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NEW BRITAIN, CONN.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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Address us at P. O. Box 649.

NEW YORK, NOVEMBER 13, 1909.

"Am a new subscriber to the *Bicycling World* but the half dozen copies I have received have convinced me that it is the best paper of its sort I have ever read."—
Clarence Zacher, St. Louis, Mo.

Cultivating the Holiday Trade.

If anywhere there is a bicycle dealer who has not thought of doing so, it is time he began thinking of reaching out for Christmas trade and planning how best to obtain a share of it. He is entitled to it and nothing is more regrettable than that so few of those engaged in the retail industry appear to think so, or at any rate, to make a really earnest and enterprising effort to secure such a desirable and what may be termed, almost spontaneous class of business.

During the holiday season, people are in the money-spending mood. They require little, if any, urging; rather are they anxious to receive suggestions as to the means of making their outlays. "What shall I give?" is a question that fairly surcharges the atmosphere. Proffered answers are numerous and as varied as they are numerous. But it is rare that a bicycle dealer is discovered shouting "Bicycles" as a reply to the query. The general run of his kind appear to think it not worth while. If they

sell a bicycle or two at Christmastide they count the sale as money found and let it go at that. Often as not when the prospective purchaser of a juvenile bicycle drops into a bicycle store, he finds no bicycles of the sort in stock.

These are some of the reasons why the holiday trade in bicycles so largely goes to department stores and toy shops. If, however, things were as well ordered as should be the case, the reverse should be the rule, and the bicycle dealer would be cutting into the business of such stores by selling not only juvenile bicycles, but velocipedes, pedal propelled "automobiles," express wagons and other small wheeled vehicles.

As suggested, where the desire or intention to do so exists, now is the time to lay plans to reach out for the holiday trade. If any one thing is plainer than anything else it is the undoubted fact that the souls of three boys out of every five burn with the desire to become possessed of bicycles. The cultivation of this desire is therefore the most natural and obvious campaign to follow. It is not too early attractively and conspicuously to display the bicycles on which the youngsters may feast their eyes and which also will fix a place of purchase in their minds and in the minds of parents.

When this is done, the desire of the boy to possess a bicycle should be excited, where it is not known to exist and sharpened where there is knowledge of its existence. Boys' names and addresses should be secured and something be done to put the bicycle idea in their heads. A postal card or cards circulated in school and bearing only the question "How would you like to have a bicycle for a Christmas gift?" is one way of serving the purpose. Another mailed a week later and inviting the lad to call and receive a catalog or circular or to have the bicycles on display explained to him will be worth while. Two weeks before Christmas, still another card, but this time addressed to his parents, and transmitting the question, "Why not give the boy a bicycle for Christmas?" will assist the flowering of the seed of suggestion which is likely to have been planted in each particular household. A week before Christmas, the full story of the bicycles offered for sale should be mailed to the parents and an inspection of them solicited.

As motorcycles have the same attraction for many boys of larger growth that the pedal propelled machines have for the younger ones, there seems no reason why with certain obvious modifications a campaign of

the sort should not effect the sale of quite a few motorcycles. It at least is worthy of a trial.

A campaign modeled on these lines, which may be amplified or constructed as circumstances require or permit is calculated to bear fruit and bring to the bicycle dealer business which of right belongs to him. It rarely comes to him without effort and the prospective returns are such as justify considerable striving. But to be effective any campaign must be started at once.

Again the Cry of "Wolf!"

Despite the visible evidence of the capacity of American motorcycles which has been given on its own tracks, the English Motorcycle has been unable to rid itself of the lemon taste which arises in its mouth whenever the word America is mentioned. Witness this specimen of lemon drool which soils the pages of its most recent issue:

"The wonderful stories which emanate from America, not to mention the recent 'discoveries' of the North Pole, make one especially suspicious with regard to speed records. It is a pity that this state of affairs exists. Nevertheless, the fact remains. If we were to believe explicitly all the claimed speeds accomplished by American riders on American made motorcycles, English riders hold practically no records at all! No matter on what kind of track an American race meeting is held, world's records go by the board, and usually at the first attempt, too. The latest world's record to be claimed by an American motorcyclist is the twenty-four hours, and although we are not yet aware whether the Auto Cycle Union will recognize the performance, we give some particulars as supplied to us."

It is apparent, as the *Bicycling World* suggested on a previous occasion, that all the fast tracks, fast machines, expert riders, reliable watches and honest men still are confined to Great Britain!

The fascination which an unattached bicycle holds for the small boy with thieving proclivities is not sort of remarkable. Within two weeks four gangs of juvenile thieves, the oldest aged 15, have been rounded up by the police in widely separated parts of the country and in every case their methods were the same. They took the stolen bicycles apart and reassembled them in order to prevent their identification by the owners. The situation seems to suggest room for investigation or explanation by psychologists.

ATLANTA SHOW A DISAPPOINTMENT

(Continued from page 253.)

magneto is supplied at a proportionate extra charge.

Unlike the motorcycles themselves, the motorcycle accessories and tires, not to mention bicycle tires, were not confined in one group, but were scattered here and there throughout the building. New devices and improved forms of familiar products were surprisingly plentiful.

Morgan & Wright, of Detroit, Mich., gave a prominent place to new, white rubber tread tires for motorcycles, including a racing Bailey tread with two extra rows of rubber buttons down each side, a combined corrugated and Bailey tread, and a special smooth tread for board track racing. The racing tires also have "hawser" or four-strand threads in the fabric, instead of one-strand threads. Morgan & Wright's new steel rim for either single or double clinch tires was revealed for the first time, the sides being much more deeply hooked than with the ordinary shallow steel rim. Finding that racing motorcyclists were in many cases bending in the edge of their rims, to give a firmer grip on the tire, the Morgan & Wright experts devised the new rim to accomplish the same result in a better way.

C. A. Shaler & Co., Waupun, Wis., have added a motorcycle tire electric vulcanizer to their line, the new device "making its bow" at the show. It is shaped like a section of the forming core, and will accommodate all the standard motorcycle tires.

In the ignition field the motorcycle specialties were well represented, the showing including the coils and spark plugs of C. F. Splitdorf, Inc., New York City; the coils of the Pfanstiehl Electrical Laboratory, South Chicago, Ill., and the Connecticut Telephone & Electric Co., of Meriden, Conn., and Herz motorcycle magnetos, at the exhibit of Herz & Co., New York City.

The long promised motorcycle tire of the Ajax-Grieb Rubber Co., New York City, made its first appearance, proving to be of the non-skid type, with diamond block studs of rubber on the wrapped tread. Smooth treads are soon to follow. The Ajax non-skid tread, is now supplied on the company's bicycle tires as well.

A complete new line of Fisk motorcycle and bicycle tires by the Fisk Rubber Co., of Chicopee Falls, Mass., were to be found in the Fisk space, while the Hartford Rubber Works Co., Hartford, Conn., in addition to Hartford tires showed a new short handle grip of corrugated soft gray rubber, designed for bicycles, but suggested as suitable also for motorcycles.

The Diamond Rubber Co., of Akron, O., offered its recently produced motorcycle tire for inspection. A "ribbed" tread is used to prevent skidding. A special Wile's emergency tire sleeve for motorcycles was shown, and a new, popular price guaranteed bicycle tire, which is known as the "1930."

POPE MEMORIAL FUND NEARS \$2,000

Late Subscriptions that Have Increased the Amount—Garford Pays Tribute to Cycling's Lamented Chieftain.

Additional subscriptions amounting to \$185 have brought the Bicycling World's fund for the erection of a memorial to the late Col. Albert A. Pope, within reaching distance of \$2,000, the total amount subscribed to date being \$1,907.60.

The largest subscription of the week came from A. L. Garford, of Elyria, Ohio, once the largest and most famous cycle saddle maker in this country, whose name is still borne by a saddle made by the Pope Mfg. Co. Mr. Garford now is successfully engaged in the automobile business, but that his appreciation of the work and personal qualities of Col. Pope have not been dulled is indicated by his letter of subscription, in which he says:

"I am in full sympathy with the movement to erect to Colonel Albert A. Pope a memorial such as you suggest, and to that end shall be glad to contribute \$100.

"The nation will always be under obligation to Colonel Pope for the pioneer work which he did in first arousing sentiment throughout the country, which has crystallized in these latter years in good roads legislation. Not only on that account, but in acknowledgment of his kindness of heart toward me and the many evidences of friendship extended through the years, do I make this contribution."

The tire trade, which has responded so nobly to the call is represented by another subscription of \$25, this time from the Fisk Rubber Co., Chicopee Falls, Mass. E. H. Brandt has continued the work he so unselfishly undertook, that of having the original employees of the Hartford Rubber Works Co., of which he was one, fittingly represented in the memorial movement; two more of them—C. E. Fay and F. H. Ayres—added \$5 each to the fund, swelling the item to \$117. M. G. Littlefield, a Pope traveler, also increased the Pope headquarters fund by \$5. The sum of \$25 was contributed by the Standard Co., Torrington, Conn., while Commodore Frederick G. Bourne, now president of the Singer Sewing Machine Co., added \$10 to the week's receipts; in his cycling days, Bourne was captain of the Citizens Bicycle Club, which was New York's most famous and most exclusive and substantial club.

The total subscriptions to date are as follows:

Bicycling World Co., New York....	\$100.00
John S. Leng's Son & Co., New York	25.00
Will R. Pitman, New York.....	5.00
St. Louis Cycling Club, St. Louis, Mo.	5.00
R. F. Kelsey, New York.....	10.00
R. G. Betts, New York.....	20.00
J. J. O'Connor, New York.....	2.00
A. C. Church, Englewood, N. J.....	5.00
Miss F. A. Clark, Hartford, Conn....	2.00
F. B. Widmayer, New York.....	5.00

COMING EVENTS

November 25, Augusta, Ga.—Augusta Motorcycle Club's Thanksgiving race meet at fair grounds track; open.

December 6-11, New York City—Sixteenth annual six days bicycle race in Madison Square Garden.

January 8-15, New York City—Motorcycle section, Association of Licensed Automobile Manufacturers' tenth annual show in Madison Square Garden.

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

Elliott Mason, Westfield, N. J.....	10.00
Consolidated Motorcyclists, Inc., Keene, N. H.	10.00
Original employees of Hartford Rubber Works Co., per E. H. Brandt..	117.00
Present employees of Hartford Rubber Works Co.	12.00
Persons Mfg. Co., Worcester, Mass.	100.00
F. P. Prial, New York	10.00
James Joyce, New York	25.00
W. J. Morgan, New York	5.00
Amos Shirley, New York	10.00
Eclipse Machine Co., Elmira, N. Y..	10.00
R. D. Garden, New York	25.00
D. J. Post, Hartford, Conn.	25.00
L. M. Wainwright, Indianapolis....	25.00
John C. Wetmore, New York	10.00
Emil Grossman, New York	10.00
Hearsey-Willis Co., Indianapolis....	10.00
F. A. Baker & Co., New York	10.00
B. F. Goodrich Co., Akron, O.....	25.00
John S. Prince, Springfield, Mass....	5.00
W. H. Crosby, Buffalo, N. Y.	10.00
Great Western Mfg. Co., Laporte, Ind.	5.00
Henry Goodman, New York	5.00
James E. Sullivan, New York	10.00
Motorcycle Pub. Co., New York....	10.00
A. J. Musselman, Chicago	5.00
F. J. Wagner, New York	10.00
Burley B. Ayres, Chicago	5.00
Diamond Rubber Co., Akron, O.	25.00
G & J Tire Co., Indianapolis	25.00
Robert Bruce, Clinton, N. Y.....	5.00
Officials, office employees and traveling men Pope Mfg. Co., Hartford.	378.00
Employees Pope Mfg. Co., Hartford factory	326.60
Continental Rubber Works, Erie, Pa.	25.00
A. G. Batchelder, New York	10.00
Hendee Mfg. Co., Springfield, Mass..	25.00
Alexander-Seewald Co., Atlanta, Ga.	10.00
Emblem Mfg. Co., Angola, N. Y.....	10.00
C. T. Kilbourne, New York.....	5.00
New Departure Mfg. Co., Bristol, Conn.	100.00
Theodore F. Merseles, New York ...	25.00
A. D. Peck, Boston, Mass.	5.00
W. D. Wilmot, Fall River, Mass....	10.00
Century Road Club of America.....	10.00
Fred E. Mommer, New York	5.00
John H. Valentine, New York	10.00
Walthour & Hood, Atlanta, Ga.	10.00
Badger Brass Mfg. Co., Kenosha, Wis.	10.00
A. L. Garford, Elyria, Ohio.....	100.00
Frederick G. Bourne, New York.....	10.00
Fisk Rubber Co., Chicopee, Falls, Mass.	25.00
The Standard Co., Torrington, Conn.	25.00

LOS ANGELES STADIUM REOPENED

Spectators Witness Some Good Racing and a Spectacular Spill—And Arthur Mitchel Wins Another Race.

Despite the fact that no records were broken, 6,000 persons got more than enough thrills at the reopening of the Los Angeles (Cal.) Stadium on Sunday last, 7th inst., when M. J. Graves and Gal Blaylock went down in an exciting scramble while the 6 miles amateur race was in progress. Fortunately neither rider was hurt but there were a few anxious moments until these intrepid cracks picked themselves up.

The spill came as the riders were swinging into the second turn of the sixth lap of the 6 miles amateur free-for-all. Ward, Blaylock, Graves and Balke were bunched, when Blaylock, in trying to take the lead from Graves, struck the latter's rear wheel. Blaylock went over, sliding flat along the track for several rods, then shot up against the fence, and diagonally again across the track to the ground. Graves also fell, but without the spectacular features that marked Blaylock's fall. Ward was in front when the accident occurred and good luck pulled Balke through without going down.

The crowd was treated to a great race in the ten miles professional match between Jacob Derosier, of Springfield, Mass., and Theodore M. Samuelson, of Salt Lake City, it requiring three heats to decide the contest. Derosier won the first heat in a thrilling manner taking the lead from Samuelson in the homestretch and breezing across the line a winner by a scant two feet. Samuelson won the second heat easily, a flat tire slowing Derosier near the finish. The third and deciding heat went to Derosier by four yards. He took the lead at the start but was passed by Samuelson in the third lap, the Mormon drawing a lead of 50 yards. In four laps more, however, Derosier closed the gap and went to the front, remaining in that position until the gun.

In the eight miles professional open Arthur Mitchel enjoyed a walkaway, winning from Whittler by three-quarters of a lap. Samuelson, the only other starter, coasted across the line for third money. The same **three riders rang down the curtain** for the afternoon's performance in a four miles race, which originally was intended to be 12 miles. Mitchel took the lead in the first lap, but relinquished the lead to Samuelson, only to regain it in the fourth lap. In the fifth and sixth laps Samuelson made a desperate attempt to pass Mitchel and a neck and neck race for four laps kept the spectators on their feet yelling themselves hoarse. After the eighth lap Samuelson wrested the lead from Mitchel and was not again headed. Whittler was never a factor.

The five miles for singles was a cracking race and was won by Balke on his Merkel after Graves had led for nearly all the way.

In the four miles handicap Kittle, Indian, won from scratch, with Graves second, 40 yards back, and the same distance ahead of Knappe. Loge was never a contender.

On account of the accident in the sixth event the 12 miles amateur race was shortened to six miles, Ward and Balke being the only starters. Balke set a sizzling pace for the first eight laps when his machine went wrong, and Ward had no trouble in holding his advantage until the end. Irvin Knappe won the four miles for private owners on singles. The race between him and Niederhauser was close, and Schram, the third man, finished only ten yards back of the leaders. The summaries:

Ten miles match, professional, between Jacob Derosier, Indian, and T. M. Samuelson, Merkel—First heat won by Derosier. Time, 8:56½. Second heat won by Samuelson. Time, 8:41½. Final heat won by Derosier. Time, 8:38.

Four miles for private owners, 30½ cubic inches—Won by Irwin Knappe, Merkel; second, Neiderhauser, M-M; third, Schram, Indian. Time, 4:59½.

Four miles handicap, amateur, trade riders, 50 cubic inches—Won by Kittle, Indian; second, M. J. Graves, Indian; third, A. Ward, Thor. Time, 4:28¾.

Five miles amateur, free-for-all, singles—Won by Charles Balke, Merkel; second, M. J. Graves, Indian; third, A. Ward, Thor. Time, 4:28¾.

Six miles amateur, 61 cubic inches—Won by A. Ward, Thor; second, Charles Balke, Merkel. Time, 5:16.

Eight miles, professional—Won by Arthur Mitchel; second, Fred E. Whittler, Merkel; third, T. M. Samuelson, Merkel. Time, 7:38.

Four miles professional, open—Won by T. M. Samuelson, Merkel; second, Arthur Mitchel, Thor; third, Fred E. Whittler, Merkel. Time, 3:07.

Four Miles Added to Spencer's Record.

Charles S. Spencer's 24 hours motorcycle record, made at the 3 laps Springfield (Mass) Stadium, October 1st and 2d, will go down in the books as 1,093 miles 1,511 yards, and not 1,089 miles 199 yards, as first reported. The chairman of the Federation of American Motorcyclists' competition committee having judicially decided that, as the Springfield track measures 7 feet 8 inches more than one-third mile and that as Spencer circled it 3,267 times, he actually covered the distance stated and therefore should be credited with it.

Century Road Club to Hold Another Climb.

Bicycle hill climbs evidently are coming into vogue. The Empire City Wheelmen of Brooklyn started the movement with an uphill race and now the Century Road Club of America, will make Manhasset, (L. I.) hill the scene of a climbing contest tomorrow (Sunday). The affair, which will be the feature of an informal club run, will be open to both members of the New York and New Jersey divisions.

MUCH-MIXED SPORT AT GUTTENBURG

Extemporized Program Made Necessary by Circumstances, but Gymkhana Events Assist in Saving the Day.

What was to have been an inter-club motorcycle meet at the Guttenburg (N. J.) Motordrome on Sunday last, 7th inst., was saved from failure by the efforts of the New York Motorcycle Club, which took hold and extemporized a good card of events, furnished most of the riders to fill them, and managed the affair after the other clubs which were interested in the affair failed to put in an appearance. A number of gymkhana "stunts" were tried out and agreeably varied the monotony of mere speed.

About 2,000 people were present in the vicinity of the finish line, of whom probably half came in through unofficial gates, where no admission fee was required. At several places in the rear of the grandstand a stream of people, many of whom were women, too, squeezed through openings in the fence, and slowly edged their way along, until they mingled with the crowd. As a result, the receipts were considerably less than they otherwise would have been. A large crowd also congregated in the amusement park, situated alongside of the upper turn coming into the homestretch, and witnessed the races gratis. That this particular spot is becoming increasingly popular as a free "grandstand," is attested by the large crowds which have gathered there at previous meets. The outer fence on the backstretch also had a goodly quota of spectators who were nothing out of pocket for their afternoon's entertainment.

Although a watering cart was in operation previous to the start of the meet, the track was very dusty, and excepting for a narrow strip on the pole the turns were soft and the riders skidded and rocked in alarming fashion as they went around them. Two accidents occurred, and by a strange coincidence both at exactly the same spot. While making some fast practice miles early in the day, Guy Callaway swerved into the fence at the half mile post on the backstretch, and was severely injured about the head and leg. His machine struck four posts, taking a good bit out of each before he fell. The front part of the machine was badly damaged. The other accident happened in the ten miles handicap, when Dr. A. S. Dair, of New York, while on his last lap, crashed into the fence at the same place, and went over the embankment to the infield. He was rendered unconscious and sustained a broken left hand, his left side also being scraped and wrenched.

Although billed to start at 1:30, the meet did not begin until after 3 o'clock, and the crowd became quite impatient over the delay, which was occasioned by waiting for

the delinquent New Jersey clubmen, who had been charged with the arranging of the program. When the crowd became insistent for action, it finally was decided to try and give them something for their money and the program was made up as the meet progressed. There was considerable difficulty in clearing the track of riders who were doing some grandstand riding and refused to be flagged. They finally were stopped by laying a plank across the track. Several of them used up so much gasoline and neglected to replenish their tanks, that they were stranded in some of the events later.

There being no formal program, as each event was announced, those who wished to enter lined up at the wire, just as they would do at a Hoboken county fair, and their entries were taken before the race started. All of the events filled well, in fact in some of them the field extended the full width of the track, and this bunching was responsible for several bad getaways.

There were 9 numbers on the card. The curtain raiser was a mile speed judging contest, riders to average 35 miles an hour, and had fourteen starters. Although several had watches and speedometers on their machines, these being permitted, it did not help them, for the winner was not so equipped. The watch on one machine stopped during the contest. Joseph Buckingham, Indian, was the winner, making it in 1:42, the exact time called for under the schedule.

Six teams started in the six miles inter-club relay race, and it supplied plenty of action. One man started for each team and after riding three miles was relieved by his partner. In the first half, Guterman, of the Harlem Club, piled up a big lead in the early stages, but Mapp, of the New York team, reduced this to a half mile before the shift was made, and his team mate, Chapple, made up the remainder on Coursen, the other half of the Harlem team, the New York team winning by 50 yards. The time was 7:22½.

Something out of the ordinary was the 1¼ miles combination slow and fast race. The slow section was run first, the riders starting from the three-quarters pole and riding to the wire, where their time was taken, when they continued, riding one fast mile, and their time again being taken the best average in both divisions to determine the winner. Pedaling was not permitted in the slow race and several were disqualified for so doing, while some of those with big chain driven twins, in trying to hold them down stalled their engines. M. P. Sullivan, on an Excelsior, captured the slow division easily in 1:05½. J. S. Dussell, Indian, was second, and T. Capello, Indian, third. In the fast division, Capello was the first home in 1:17¾, followed by Joseph Buckingham, Indian, and Sullivan. Capello was awarded the event for the best average performance.

The next offering, a five miles exhibition by a New York young woman, of good fam-

ily, and who seems to love the limelight, did not come off as per schedule, much to the disappointment of the crowd. The chairman of the F. A. M. competition committee happened on the scene about this time and refused to let her ride, and threatened to suspend for one year any person who loaned her a machine. That settled it, for the machine which she intended to use, belonged to a rider who was present. Attired in tan leather bloomers and coat, and wearing on her head a bright red and yellow turban, she was a target for all eyes and received more publicity from the metropolitan papers than all the rest of the meet combined.

With the calling off of the exhibition, a four cornered five miles match between Chapple, Goerke, Voelker and Mapp, was substituted. The first two alternated in the lead, while Voelker and Mapp kept within striking distance. Chapple won by 10 yards in 5:56¾, and Goerke beat out Voelker for second place by the same margin. The mile "flag race" pleased the crowd immensely and furnished much amusement. Flags were spread across the track under the wire, and the riders after going one lap were required to pick up a flag, and go another mile, the time being taken on the latter. L. H. Guterman, Indian, made a remarkable pickup at high speed, and won by a hundred yards. Time, 2:04½. Joseph Buckingham, Indian, was second. Several came up the stretch too fast and missed their flags.

Eleven started in the five miles for 30.50 machines, which was a runaway for Edward Swain, who lapped the field, and won by a quarter of a mile in 6:28. Walter Goerke, Indian, was second, and T. Capello, Indian, third. The mile grab bag race was a duplicate of the flag contest, except that no time was taken. Some of the bags contained crackers, balloons, spark plugs and wrenches, while others were empty. Fred Hart won, and Fred Voelker, N. S. U., was second. Several narrow escapes from injury were recorded, the crowd spreading out over the track and leaving but a narrow lane for the riders to pass. The policing was poor, the officers being very lax in keeping the track clear.

So well did the crowd like the gymkhana events that another one was put on, a mile novelty, the riders going one mile stopping at the tape, drinking a glass of water which was handed to them, and continuing for another mile on which time was taken. Some of those who held the glasses spilled considerable of the water while others drank some of it, so that their friends would not have so much to dispose of. Fred Hart, again carried off first honors, and L. H. Guterman was second. It was nearly dark when the last and feature event, the 10 miles handicap, was called. It brought out 11 starters, the limit men having 3 minutes. Chapple started from scratch, but did not get going until he reached the quarter post, when he began mowing down the field in rapid order, and caught all but the

limit men. Goerke, with 3 minutes allowance, won, and Capello and Swain, also long markers, finished in that order Chapple was fourth. Time, 11:37¾. The summaries:

Mile speed judging contest, to average 35 miles per hour—Won by Joseph Buckingham, Indian; second, Harry Fox, Indian; third, T. Capello, Indian. Time, 1:42.

Six miles inter-club team relay—Won by H. C. Mapp and A. G. Chapple, New York team; second, L. H. Guterman and W. L. Coursen, Harlem team; third, Edward Swain and Fred Hart, R-S team. Time, 7:22¾.

One and one-quarter miles combination fast and slow race—Won by T. Capello, Indian.

Five miles four cornered match—Won by A. G. Chapple, Indian; second, Walter Goerke, Indian; third, Fred Voelker, N. S. U. Time, 5:56¾.

Mile flag race—Won by L. H. Guterman, Indian; second, Joseph Buckingham, Indian. Time, 2:04½.

Five miles for 30:50 class machines—Won by Edward Swain, R-S; second, Walter Goerke, Indian; third, T. Capello, Indian. Time, 6:28.

Mile grab bag race—Won by Fred Hart, R-S; second, L. H. Guterman, Indian.

Mile novelty—Won by Fred Hart, R-S; second, L. H. Guterman, Indian. Time, 3:00.

Ten miles handicap—Won by Walter Goerke, Indian (3:00); second, T. Capello, Indian (3:00); third, Edward Swain, R-S (3:00). Time, 11:37¾.

Bay Citys Win First Roller Race.

The Golden City Wheelmen ushered in the indoor season of roller riding with an inter-club team race at Plunkett's Hall, San Francisco, Friday night, 30th ult.

Fred Diver and Tom Burns represented the Bay City Wheelmen and their splendid riding added another trophy to the already large collection owned by that organization. The trophy for the race was donated by Charles M. Fickert, candidate for district attorney, and was worth riding for.

The race was at four miles, two riders representing each team, their times being added to determine the final result. Diver and Burns made the fastest and second fastest time of the evening, the former riding two miles on the "easy roller" in 2:39, while Burns covered the same distance on the "hard roller" in 2:45¾. Their added time gave 5:24¾ for the Bay City Wheelmen. The New Century Wheelmen made the four miles in 5:42¾, the Golden City team in 5:51¾, the Oakland Wheelmen in 6:01¾, the Garden City Wheelmen in 6:10¾, and the Alameda Wheelmen brought up the rear in 6:17¾.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

SECRECY ABOUT IMPORTED TEAMS

Six Days Race Promoter Still Refuses to Divulge Names of Foreigners—Americans Already are Paired.

Although the 17th annual six days bicycle race—which will be held in Madison Square Garden, New York City, the week of December 6th to 11th, inclusive—is only three weeks distant, considerable mystery enshrouds the personnel of the foreign riders who will contest for the cash and whatever glory they think attaches to the winning of the classic grind.

Practically all the American teams have been signed, as already announced in the *Bicycling World*, but who are the foreign riders that will compete, is not known to anyone save P. T. Powers, the promoter of the race, and he refuses to divulge their names.

It is certain that if all the riders that have been announced by *L'Auto*, the Parisian daily, actually make the trip to America, Powers will have to spend a large sum of money in training expenses. The foreign riders are expected to sail for New York next week, which will give them one week of training at Newark under the direction of Dave Coburn.

According to *L'Auto* the following riders have been signed:

Walter Rutt, Germany; Herman Combes, France; Leon Georget, France; Maurice Brocco, Italy; Emilio Carapezzi, Italy; Pouchois, France; Lapize, France; Cornet, France; Ibron Germain, France; Stellbrink, Germany; Dussot, France; Andre Mazan, France, and R. Heller, Austria.

Of the thirteen riders named, only four—Georget, Rutt, Brocco and Dussot—have competed in previous New York six days races. If all these riders actually have been signed it will be interesting to know just how they will be paired. One source has it that Rutt will be mated with Georget, while other advices state that he will have Stellbrink as partner, thereby making an all-German combination. Brocco and Carapezzi will ride under the Italian colors, and the French papers state that Dussot, who rode some years ago, and Andre Mazan, will pair up. Mazan, who is a brother of Petit-Breton, formerly resided in New York City, and rode here as an amateur.

William F. Ivy, who went abroad last year, at the time of the London Olympic games, and whose greatest achievement abroad consisted in finishing third in the recent Bol d'Or race, which, by the way, netted him barely sufficient money to get back home, arrived in New York a week ago. Ivy is very anxious to ride in the race with "Woody" Hedspeth, another American negro, who at the present time is in Europe. "Major" Taylor thinks they will make a good team and has offered to pay the incidental training expenses and as-

sume personal management of the camp if Powers will allow the negroes to compete. The last time a negro team competed in the race they lasted about one hour. The team consisted of Hedspeth and the late M. T. Dove.

Robert J. Walthour arrived on the Lusitania Thursday and will immediately begin training for the grind. It is understood that he will team with Elmer L. Collins, of Lynn, Mass., which should not make a dangerous combination.

The race last year was won by Floyd Macfarland and James F. Moran, who covered 2,737 miles 1 lap in the 142 hours of riding, which broke the long-standing record of Miller and Waller by 3 miles 1 lap. It is understood upon good authority that for attendance purposes Promoter Powers will endeavor to break even this excellent record this year. Vanoni and Anderson are to lead the pluggers and if the record of last year is surpassed it is said they will receive \$1,500 in addition to their bonus.

The following teams practically are assured:

E. F. Root, Melrose, Mass., and Joseph Fogler, Brooklyn; Norman M. Anderson, Denmark, and Charles Vanoni, Italy; Iver Lawson, Salt Lake City, and Walter De Mara, San Francisco; Ernest A. Pye, Australia, and Patrick O'Sullivan Hehir, Australia; Percy Lawrence, San Francisco, and Alfred Halstead, Sacramento, Cal.; Fred West, San Francisco, and Worthington Longfellow Mitten, Davenport, Iowa; Floyd Krebs, Newark and George G. Cameron, New York City; J. Frank Galvin, New Milford, Conn., and Fred Jones, Passaic, N. J.; Walter A. Bardgett, Buffalo, and Patrick F. Logan, South Boston; George Wiley, Syracuse, N. Y., and Peter Drobach, South Boston; John Bedell, Newark, and Menus Bedell, Newark; James F. Moran, Chelsea, Mass., and A. J. Clarke, Australia; Robert J. Walthour, Atlanta, Ga. and Elmer L. Collins, Lynn, Mass.

To Race for Sweet Charity's Sake.

Having cleared quite a "bit" at last Sunday's meet, the New York and New Jersey Motorcycle clubs will hold a benefit meet for sweet charity's sake at the Guttenburg (N. J.) track tomorrow (Sunday) afternoon, the entire proceeds to go to the North Jersey Hospital. The card will consist of seven events as follows: Five miles novice, 30:50 class; 5 miles private owners, 30:50 class; 10 miles private owners, 55:00 class; 9 miles 3-man relay team race, 55:00 class; 10 miles handicap; 5 miles novelty, and 25 miles free-for-all. In all events machines must be strictly stock, with regular upturned bars, mudguards and not less than 2¼ inch tires, but mufflers may be removed.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos, 25 cents. *Bicycling World Co.*, 154 Nassau street, New York.

MOTORCYCLISTS ON NEW SPEEDWAY

Small Fields and no Excitement at Inaugural Meet—Atlanta's Big Track Proves Fast for Automobiles Only.

That the new two miles Atlanta Automobile Speedway which was opened this week with four days of racing for automobiles and incidentally for a few motorcycles, is fast, but not so speedy or so spectacular for the two-wheeled vehicles as a banked board track, was clearly demonstrated. Automobile records were cracked right and left, but the motorcycle slate was left untouched, and because of the immensity of the track the races were not exciting, motorcycles on a two miles track appearing of about the same proportions as flies on the rim of a large sized platter.

The motorcycle part of the program began on Wednesday, 10th inst., and then only one professional race was run, the distance being 20 miles. Russell E. Walthour, on a Merkel, easily defeated R. W. Gayle, Indian, in 20:16, the latter's time being 20:27. V. H. Moss was third and Gail Joyce fourth. R. Stubbs was an also ran.

On Thursday a 10 miles open for singles attracted five amateurs, Harry Klebes, R-S, winning in 8:53.58. William J. Teubner, Merkel, was second, and Raymond Seymour third. John Fahey and G. B. Sisson, two local riders, also started. The six miles professional race went to Stubbs in 5:18.11, Walthour was second, and Gayle third.

Klebes, Teubner and Seymour again finished one, two and three in the 10 miles amateur race Friday, the winner's time being 8:47:17, and Walthour took Stubbs's measure in the professional race at the same distance, the electrical timing apparatus giving him 8 minutes 36:60 seconds. This by the way, is the first time motorcycles have been timed by hundredths of seconds, the Warner timing apparatus making this possible. The summaries:

Twenty miles professional—Won by R. E. Walthour, Merkel, 20:16; second, R. W. Gayle, Indian, 20:27; third, V. H. Moss, R-S, 20:44; fourth, Gail Joyce, Indian.

Ten miles for trade riders, 30½ cubic inches—Won by Harry Klebes, R-S; second, William J. Teubner, Merkel; third, Raymond Seymour, R-S. Time, 8:53.58. Also ran—John Fahey, Indian, and G. B. Sisson, Excelsior.

Six miles professional—Won by Robert Stubbs, Indian, 5:18.11; second, Russell E. Walthour, Excelsior, 5:44.44; third, R. W. Gayle, Indian, 5:50.87.

Two miles amateur—Won by Harry Klebes, R-S; second, William J. Teubner, Merkel; third, Raymond Seymour, R-S. Time, 8:47.17.

Ten miles professional—Won by Russell E. Walthour, Merkel; second, Robert Stubbs, Indian; third, R. W. Gayle, Indian. Time, 8:36.60.

ITALIAN BICYCLE TROOPS MANOEUVERING IN THE ALPS.



IN THE MOUNTAIN PASSES THE BICYCLES ARE CARRIED BY THE MEN

Strenuous Part Played by Bicycles in Italy's Military Plans



ON THE LEVEL, STRETCHES THE BICYCLES CARRY THE SOLDIERS

In a vigilant military way the strategists who rule over the Italian soldiery are constantly on pins and needles through fear that on some evil day an ambitious neighboring European government may get Napoleon's famous "Beyond the Alps Lies Italy" idea and attempt to duplicate his sudden invasion and conquest. The bicycle plays a part in their plans of defense, and they have long given careful attention to methods and equipment by which its full usefulness may be made to serve to military advantage in resisting foes from the other side of the mountains, although they have not gone quite as far as France, which maintains a company of cyclists for every regiment.

Taking the sensible and logical attitude that if invaders can be kept out, there will be no necessity for fighting battles on the more level ground in the interior and lower Italy, the military authorities of that country have made the Alps their specialty. Every nook, crevice, pass, cave, defile, knob and rock in the famous mountains is being explored, and in this work the cycle division of the army spends no small part of its time.

At the first blush, most people would suppose that excellent as bicycles have proved to be in military work in level country, they would be of more or less doubtful value in mountain maneuvers, but owing



HOW THE BICYCLE IS CARRIED

to the fact that the Alps are threaded with extraordinarily good hard roads and that the Italian soldiers are equipped with a special type of folding bicycle, which may be carried easily on the back when the men are called upon to climb, the objection is completely refuted so far as Italy is concerned. In fact so efficient is this group of the army that great pride is taken in their performances, and they enjoy considerable distinction and popularity.

They are attached to a regiment styled the "Bersagliere," whose chief work lies in the exploration and guarding of the frontier mountain passes. Recently it was decided to put them through their paces in imitation war maneuvers, and an arduous circuit through the heart of the Italian Alps was laid out for them, necessitating the traversing of tortuous mountain passages and the scaling of glaciers and heights that would test fully their ability. As shown by the accompanying illustrations, which were taken while the men, with their machines, were carrying out the plan, the trip comprised both riding and climbing, so that the bicycles figured alternately as means of rapid locomotion and as baggage, which is exactly what their special construction provides for.

For a week the cyclists made their way over the course which had been mapped, the route taking them from Milan to

DON'T

consider price before construction, reputation or dependability; you'll come out on the bottom sure. Every purchaser of a motorcycle should absolutely not think of buying until he has given due consideration to the world famous



WHY

THE construction of the N. S. U. motorcycles is par excellence. Each and every part of the motorcycle and motor are thoroughly tested and minutely inspected before assembling; soon after they have passed through this state of completion an actual tryout on a track including grade tests, etc., is given each machine by a thorough and reliable riding mechanic. This gives you the N. S. U. in riding shape ready for the road in every respect and thoroughly dependable from the first mile onward.

Don't forget, too, when you ride the N. S. U. you're able to start without pedaling your head off, without any hard pushes and flying leaps, because the N. S. U. is a

Two-Speed Motorcycle

Write for catalog "B" to-day.

N. S. U. MOTOR COMPANY
206 W. 76th Street, New York

Aoste, over the Brenva Glacier at the foot of Mount Blanc, up the heights of St. Bernard to Gressoney, from Mount Olen to the foot of Mount Rose, thence to Alagna, Varallo and Arona, and back to Milan. On the journey the paths at times were so difficult and dangerous that it was necessary to form chains by linking muskets together, and to make progress over the ice the intrepid soldiers were compelled to use their bayonets. The most perilous and exciting portion of the march was encountered in the ascent of the Brenva glacier, which is formidable even to climbers with light traveling equipment, but which the cyclists accomplished in good order.

Two Women on Adventurous Tour.

What in its way is the most notable tour ever undertaken by wheelwomen, is that on which Mrs. A. M. Ferris and her daughter, Jessie, started last week. They are cycling from Wilson Creek, Wash., to Chico, Cal., a route which represents some 2,000 miles of rough, rugged and sparsely settled country. Mother and daughter each carried sleeping bags and cooking utensils, their intention being to sleep and eat by the wayside whenever the weather permits. They are not in any way seeking publicity or notoriety, being intent only on obtaining health and pleasure en route to their old home in California. They are accompanied only by a watch dog.

Human Owl Enjoys Night Riding.

If newspaper stories are to be accepted, 19 years old Aubrey Wilson of Nottaway county, Virginia, although totally blind during daylight hours, can see like a cat in the dark, and can ride a bicycle when the night is so dark that the ordinary people have to walk with caution. Because of his peculiar infirmity, which has excited the interest of medical experts, Wilson is noted as a 'possum hunter. He can distinguish the animals in the trees in the dark as readily as a dog can follow the scent. Wilson has suffered from this defect in vision all his life, which is said to have been caused by too much light entering his eye.

Where Scorchers Pay Real Penalties.

In Los Angeles, the courts have set a speed of 30 miles an hour as a sort of "dead line," to pass which means ten days in jail without the option of a fine. Two motorcycle scorchers who last week came close to the limit, 28 miles an hour, were fined \$50, and a third who could not pay the price, went to jail, where he will spend 50 days, unless meanwhile he is able to raise the money.

Milwaukee Sets Price for Open Mufflers.

In all likelihood it shortly will cost \$25 to open a motorcycle muffler in Milwaukee, Wis., which has suffered a sore infliction of the noise nuisance. An ordinance has been introduced into the city council making it an offense punishable by a fine of \$25.



No Man Knowingly Accepts Counterfeit Money

There are men, however, who accept

Counterfeits of PERSONS SADDLES

well knowing they are not the "real thing."

Some buy and make use of these counterfeits for the same reason that other men occasionally take a chance and purchase "green goods," i. e., because they are cheaper and it is easy to "palm them off" on innocent or unsuspecting purchasers and thus make a slight extra profit.

No counterfeiter, however, ever has been able to imitate the style, quality and durability of

PERSONS SADDLES



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A LONG, LOW, LIGHT
AND
VERY RESILIENT SADDLE

and the fact is as clear as day to all those who have eyes and wish to see. Therefore don't be imposed on or be pennywise. When you specify saddles specify a Persons and don't accept anything else.

Persons Manufacturing Co.
WORCESTER, MASS.

WINTER PRECAUTIONS FOR TIRES

How the Latter May be Preserved in Good Condition for a Subsequent Season—
Treating the Rims.

When motorcycles are to be laid away for the winter, or for a considerable portion of it, it is necessary that certain precautions be taken in order to prevent injury to the tires during the idle period. While the same principle applies to the bicycle, the greater weight of the engine driven mount renders its effect upon the tires more pronounced and serious if it is allowed to stand on them for any length of time under improper conditions. As a matter of fact, a large proportion of the early spring demand for tire replacements may be charged directly to neglect of the proper methods which should be pursued when laying away the machine in the fall.

Unless the tires are to be removed from the wheels, the machine should be suspended in such a way as to relieve the tubes of any strain, part of the air being let out of them for the same reason, though not enough to allow them to become deformed, as this would tend to produce folds and kinks in the tubes which would not straighten out properly after a long rest. It is much better, however, to remove the tires altogether, overhauling them thoroughly, and putting them away carefully in a dark, dry place, following the instructions which the tire makers themselves usually give.

The casings should be washed off with gasoline, as this will remove any traces of oil which may be on the surface, and which, if allowed to remain would cause it to decay. In case any cracks or cuts are revealed by the cleaning and inspection, they should at once be vulcanized, as if allowed to remain open, they will permit moisture to work its way into the carcass and rot the canvas. When they have been cleaned and put in order, the casings should be wrapped in light muslin or burlap and put away in a dry, dark room, the temperature of which is likely to remain about 30 or 40 degrees, Fahrenheit. The old-fashioned attic of the country house often satisfies this requirement very nicely.

In putting away the tubes, it is better to lay them up on a shelf, where they will not have any weight resting on them, than to hang them on a peg or nail, as that method will result in stretching them unevenly and also affords no insurance against accidental injury. They should be kept at about the same temperature as the casings.

After the tires have been removed, of course the rims should be sandpapered thoroughly to remove all traces of rust, and afterward coated with some rust preventive. Common hard grease will serve the purpose, as will liquid graphite, or stove polish. For many reasons, however, it is better to use japan, as that is more durable,

and besides remaining on all winter, will last a good part of the following riding season.

Removing Twisted Split Pins.

To insure their remaining in place it is the usual practice to spread split pins to their fullest extent, and twist the ends around the nut or bolt, particularly where vital parts are concerned. In favor of this method as against only partially spreading the cotter the claims are advanced that it insures the retention of the pin beyond all possibility of dropping out, which in itself is a desirable feature, and that in working around a machine the hands or clothing are not exposed to the risk of being torn by the protruding points of half opened cotters. On the other hand a badly twisted



cotter usually is unfit for further use and is quite difficult to remove, especially in remote and inaccessible places, as, for instance, the wristpin lock-screws. In such cases the best and quickest way to remove the cotters is to cut the heads off with an end nipper, and as the central section usually is straight, it easily can be drawn through the hole by grasping the lower end with pliers.

To Clean Acetylene Burners.

Attempts to clean acetylene burner tips which have become clogged, by inserting fine wires or needles in the passages, frequently result in the breaking off of the cleaning instrument, thus putting the burner permanently out of business. Another, and less destructive method, which is vouched for by one who has tried it is to soak the burner in nitric acid for some little time, and then hold it in the flame of a blow torch. The lava of most tips is easily chipped by a cleaning tool, spoiling the shape of the flame.

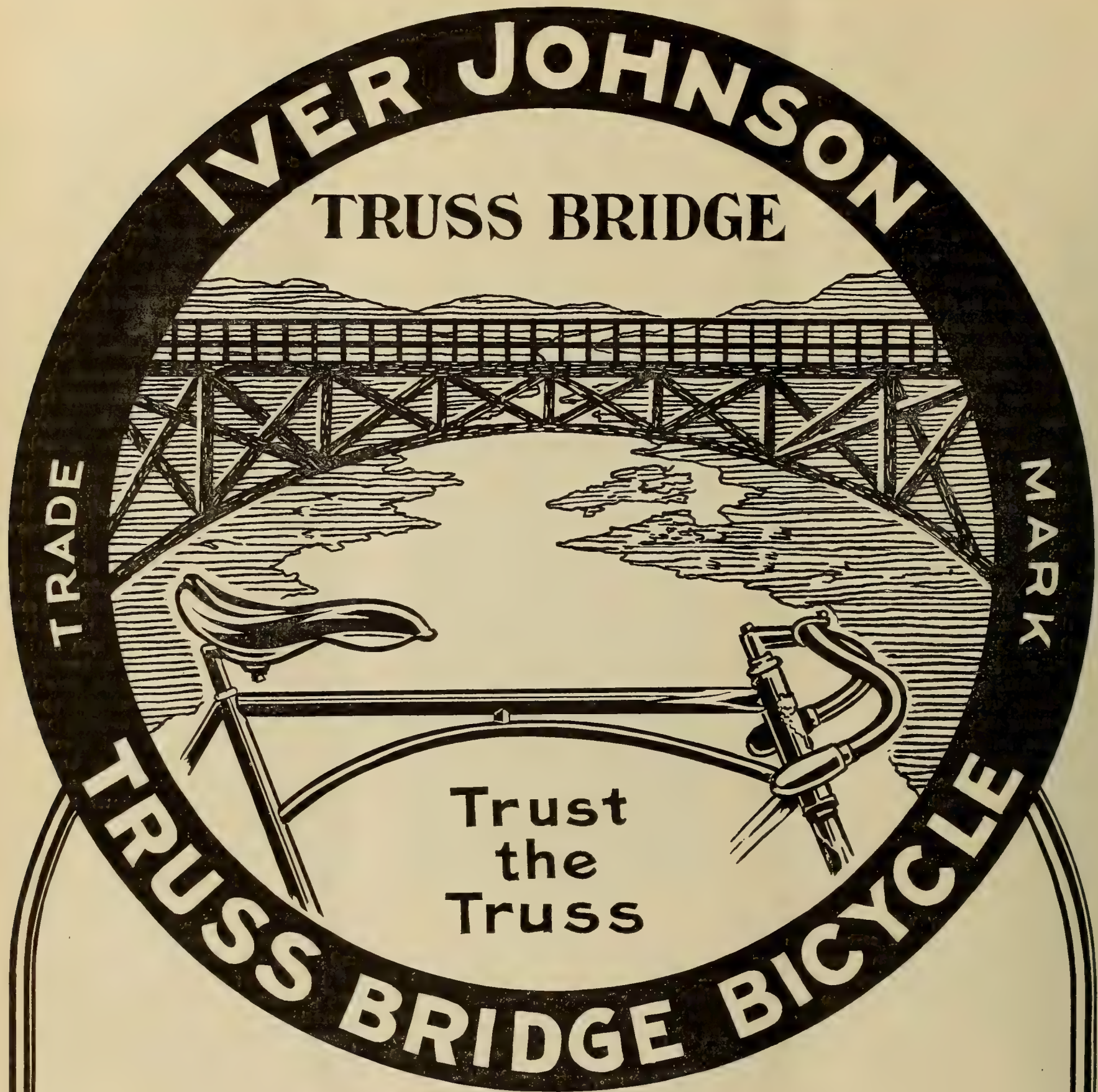
CAUSES FOR INLET VALVE TROUBLE

Various Difficulties Besetting the Mechanically Operated Type—Utilizing Automatic Action in Emergency.

Of the three types of mechanical inlet valves now most generally used, viz: that operated by overhead rocker, the "hacksaw frame" or pull down type actuated from overhead by a hooked rod worked from either the exhaust cam or a separate inlet cam, and the third method in which the valve is located and operated similar to the exhaust valve, probably the two first named types are the best known. Although the tendency to stick, so common to the automatic type, is greatly minimized in the mechanical type, owing to the stronger spring used, and the positive actuation, there are, nevertheless, other faults of the older type which also are found in the more modern system in addition to the possibility of derangement in the extra mechanism that is necessary.

Aside from the weakening of springs, breakages and such troubles common to all valves, each mechanical system has weaknesses peculiar to itself. In the rocker arm type the adjusting screw and lock nut on the end of the rocker should be kept tight, and tested occasionally to make sure that it is so. While it is a rare occurrence, operating rods have been known to jump out of their guides when making high speed and become lost, and this is due to improper adjustment of the screw, or to loss of the rocker arm spring. This latter also will cause clicking of the rocker arm as it trips up and down.

Where the "hacksaw" type of operating rod is used, for the adjusting nuts and screws, the guide sleeves have a strong habit of loosening and dropping off, and they require occasional inspection. It is not infrequent also for the rod itself to jump off the exhaust push rod which operates it, and of course this puts both valves out of operation until things are put back in their proper position. However, the loss of any of the operating mechanism on these types of valves will not prevent the engine being run as automatics if no replacements can be obtained immediately. Although the springs used in the cages of overhead mechanical valves are considerably stronger than with the same type of automatic, in some machines the former will work automatically without any change in the springs, although perhaps not as smoothly. In other machines the weakening of the spring is all that is required to convert a mechanical valve to an automatic one in case of emergency. The third type of construction referred to being identical with that of the ordinary exhaust valve, naturally is subject to the same derangements only. It rarely happens that valves of this type suffer derangement of the actuating mechanism.



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TEXANS RACE AT SAN ANTONIO

Wickwire, Miller and Huser Share the Honors—Smith Gets the Only Race They Left Untouched.

A good track and ideal weather were conditions that assisted in attracting a large crowd to the three-quarters mile fair grounds track at San Antonio, Texas, Saturday afternoon, 31st ult., to witness the race meet promoted by the San Antonio Motorcycle Club. Seven events comprised the program.

Honors for the day were pretty well divided. Lee Miller opened the meet by defeating Le Boyle in the six miles for machines not exceeding 30½ cubic inches piston displacement. Another six miles race for machines under 25 cubic inches followed, which was won by O. B. Smith, B. Briggs finishing a close second. The nine miles for machines under 40 cubic inches went to C. Huser, Rex Wickwire being the runner-up. Huser and Wickwire came together later in the afternoon in the 4½ miles handicap, which was the banner event on the program. Both riders started from the honor mark and the going was of the lively sort, Huser winning out in the final sprint for the tape. Wickwire compensated for his defeat by winning the unlimited pursuit for twins and also treated the crowd to a fast three miles exhibition. Miller tagged the field in the unlimited pursuit for singles, Boyle managing to escape until the very last. The summaries:

Six miles, machines not exceeding 30½ cubic inches—Won by Lee Miller, Curtiss; second, Lee Boyle, Harley-Davidson. Time, 8:31½.

Six miles, machines not exceeding 25 cubic inches—Won by O. B. Smith, Indian; second, B. Briggs, Thor. Time, 9:52½.

Nine miles, machines not exceeding 40 cubic inches—Won by C. Huser, Thor; second, Rex Wickwire, Indian. Time, 11:27.

Unlimited pursuit—Won by Lee Miller, Curtiss; second, Lee Boyle, Harley-Davidson. Time and distance not given.

Unlimited pursuit, twin cylinder machines—Won by Rex Wickwire, Indian; second, Tom Lee, Indian.

Three miles against time—By Rex Wickwire, Indian. Time, 3:30.

Four and one-half miles handicap, free-for-all—Won by C. Huser, Thor; second, Rex Wickwire, Indian. Time, 5:35¾.

Rochester Club Holds Race Meet.

Seventy-five members of the Rochester (N. Y.) Motorcycle Club rode to the Clarke track on the Lattan road near that city Sunday last, 7th inst., and held three exciting races. In the two miles novice, G. Hunt, one of Rochester's motorcycle policemen, showed his expertness by winning from a field of seven. He rode a 3½ horsepower Indian; the time was not announced.

Ed. Stauder, also riding a 3½ horsepower Indian, had little difficulty in winning the five miles open for singles, E. Vanikerk running second, and Castle third. Time, 7:46¼. Stauder also captured the five miles free-for-all handicap, his time from the 50 yards mark being 7:15. Bishop was about to pass Stauder in the fourth mile when he ran off the track into the field. When he got goin again it was too late to overhald the field. The summaries:

Two miles novice—Won by G. Hunt, 3½ horsepower Indian. Time not taken.

Five miles scratch for singles—Won by Ed. Stauder, 3½ Indian; second, E. Vanilkerk, 3½ Indian; third, J. Castle, 4. Harley-Davidson. Time, 7:46¼.

Five miles handicap, free-for-all—Won by Ed. Stauder, 3½ Indian (50); second, J. Castles, 4 Harley-Davidson (300); third, E. Vanilkerk, 3½ Indian (100); fourth, R. Bishop, 7 Yale. Time, 7:15.

F. A. M. Officered in Three More States.

Three more states in the Eastern District of the F. A. M. now are completely officered for the first time in the history of the organization, C. C. Wilber, the energetic vice-president in charge of the district, having this week filled the various positions in New York, Pennsylvania and Maine. This appointees are as follows:

New York — Commissioner, Harold Fletcher, 349 Bainbridge street, Brooklyn; state secretary, George H. Fletcher, Jr., Brooklyn; legal action, Dwight Patterson, New York; competition, R. H. Nickerson, Corona; highway improvement, F. P. Prial, New York; tours and hotels, M. E. Toepel, New York; transportation and facilities, Albert Goertz, New York.

Pennsylvania — Commissioner, A. G. Schmidt, 47 Kittaning pike, Sharpsburg; state secretary, Lyle Geiger, Braddock; legal action, C. E. Minnemeyer, Allegheny; competition, R. K. Merrill, Pittsburg; highway improvement, Alexander Klein, Philadelphia; tours and hotels, Dr. F. J. Walz, Pittsburg; transportation and facilities, William F. Remppis, Reading.

Maine—Commissioner, E. M. Estabrook, 76 Lincoln street, Bangor; state secretary, Ralph N. Bicknell, Bangor; legal action, Elton F. Chapman, Hermon Pond; competition, N. Russell Lynn, North Anson; highway improvement, George A. Sprague, Bangor; tours and hotels, Edwin H. Burrill, Madison; transportation and facilities, Ralph C. Bailey, Machias.

Butler Lost Through Slow Pacing.

Nat Butler finished second in the hour paced race that rang down the season's curtain at the Parc des Princes track, Paris, November 1st. Seres, Butler, Walthour, Darragon and Bruni started. Seres won the race by covering 77 kilometers 800, with Butler 3 kilometers behind. The American probably would have won but for a mishap to his pacing machine. Walthour was third, Bruni fourth and Darragon, also hampered by insufficient pace, last.

STUBBS TASTES DEFEAT AT HOME

Beaten by a New Comer and Then Victor and Vanquished Tumble—Tame Meet at Birmingham.

As part of the celebration in honor of President Taft's visit to Birmingham, Ala., in his swing around the country, the Birmingham Motor Club held a cash prize meet at the state fair grounds on the 2d inst. With Barney Oldfield as a drawing card, some 1,800 people were induced to attend the meet, but the automobile end of the program was comparatively tame, and the motorcycle events, of which there were three, furnished the only excitement.

The two miles match between Robert Stubbs, the local pride, and Fred Rodenbeck, was the banner event. It produced action all the way, and unusual to relate Stubbs tasted defeat, Rodenbeck winning in 2:09. Stubbs, however, captured the five miles for stock machines from a field of six, in 5:39. Gail Joyce was second. Stubbs and Rodenbeck clashed again in the 10 miles handicap, and things were beginning to sizzle, when in the second mile Rodenbeck fell on one of the turns, and Stubbs, who was close behind, in trying to avoid him, also went down. Both machines were put out of commission, and Joyce, who had a half mile allowance, romped home first. Rich Horton and A. W. McCain followed him in that order. The summaries:

Five miles for stock machines—Won by Robert Stubbs, Indian; second, Gail Joyce, Indian. Time, 5:39.

Two miles match between Robert Stubbs, Indian, and Fred Rodenbeck, R-S.—Won by Rodenbeck. Time, 2:09.

Ten miles handicap—Won by Gail Joyce, Indian (½ mile); third, A. W. McCain, Indian (¾ mile). No time announced.

Rode 100 Centuries in Two Years.

Although not carrying a very great burden in respect to age, Sylvan Segal became a veteran in the Century Road Club Association, on Sunday, 7th inst., when he completed his one hundredth century. Segal rode his first 100 miles in the Veterans' century run of 1907 and since that time has been industriously piling up mileage and centuries. Last year he won the century mileage competition of the Century Road Club Association with a total of 8,580 miles and 59 centuries. Included in his 100 century runs Segal has two triple centuries, four doubles and many long trips to his credit. He states he is more interested than ever in long distance riding and will try to reach the 200,000 miles mark.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

How to Enclose a Postage Stamp.

"There's only one decent way to enclose a stamp for a reply," the head of the correspondence department of a large business is quoted as saying, "and that is to use one of the stamps from the outside rows of a sheet with a blank margin that can be stuck upon the letter and leaves the stamp ready for use. Any other way either loses the stamp or else spoils it for use. But I found today a trick that is pretty good. Most people enclose the stamp by sticking it down at one corner, and then you have to paste that corner down when you use the stamp. The new trick is to wet the stamp in a little space in the center and stick it there. It pulls off easily, yet when you use the stamp all the edges have gum to stick and the little loose place under George's nose doesn't show."

Why Caution is Necessary with Gas Tanks.

That acetylene gas tanks cannot be turned on carelessly and the lamp lighted with the same impunity, as generally is the case when the generator is used, without risk of serious injury to the lamp, and also that the regular key should be used, instead of some first hand and unadapted tool for turning on or off the gas, both were strongly impressed on a user recently by an experience with his first tank.

The regular key having been mislaid, he took a wrench from his pocket, and turned on the gas, as he supposed slowly, and re-

moving the wrench from the valve, went in front of the machine and striking a match held it to the burner. A hot blue flame burst from the jet, and the rider jumped back to the tank, and being excited lost many valuable seconds fumbling around in endeavoring to fit the wrench to the end of the valve, and when he finally did so, turned the gas full on for an instant and then shut it off. Returning to the lamp he found that a hole had been burned through the top by the intense flame. This could have been avoided if the rider had presence of mind enough to pinch the rubber supply tube and extinguish the flame.

A safe method of lighting lamps fed from a gas tank is to turn on the gas gently, then hold the ear to the lamp to detect if the burner is blowing, or if an odor of gas is present. If there is an odor and no blowing, it is safe to apply a light; but if blowing is present, the flow should be reduced until it ceases, before the burner is lighted. A regular key should always be used in preference to a wrench, and if carried on a chain precaution should be taken to see that the key can be quickly attached in case of emergency.

Good Substitute for Japaning.

Even though they are well coated with japan, wheel rims in time will be attacked by rust, which as the tire makers constantly are reminding the user, is very injurious to the fabric of the casing. While the aver-

age rider usually has no facilities for renewing the japan, it is possible to cope with the problem in another and simpler way, which is nearly as efficacious. Beeswax serves as a very good substitute for properly applied japan, as it combines with rust, and forms a new compound which prevents the further formation of rust. It may be applied easily, first heating the rim moderately with a blow torch, and then spreading the wax over the rusted places.

Youthful Thieves Run to Earth.

The arrest of two boys in Oklahoma City, Okla., last week led to the recovery of 12 complete bicycles and almost a wagon-load of parts. Two others who were apprehended by the Newark (N. J.) police, resulted in the unearthing of five stolen machines, which were all that remained of a score or more which one of the youthful thieves confessed he and his chum had stolen and disposed of for small sums during the last three months.

Sweeping Out Tools and Valuables.

Before sweepings are thrown away, they should be looked over to see that there is nothing of value contained in them. Frequently the boy who sweeps out the store is not over zealous about picking up small parts or even tools, which may be scattered around, and are only brought to light by the broom. This is one of the sources through which many things disappear.

Valuable Premiums WITH NEVERLEAK

The following is a partial list of the elegant and useful premiums which you can obtain in return for Neverleak Certificates. One Certificate is enclosed with each dozen four ounce tubes. Write for the complete list of premiums.

FOR FIFTEEN CERTIFICATES we will send you a genuine \$6.00 self-filling Conklin Fountain Pen; a large, massive, solid 14k gold pen and a beauty, which retails at \$6.00.

FOR TWENTY CERTIFICATES we will send you a 42 piece decorated china Dinner Set. The china is of fine quality and pure white. The decorations consist of graceful sprays of blue forget-me-nots and exquisite tracery from pure coin gold. The decorations are all hand work.

FOR THIRTY-THREE CERTIFICATES we will send you one fine solid Cowhide Leather Suit Case, 24 inches long. It has a steel frame, cloth lining, No. 17 Vienna handle and solid leather corners. A fine, substantial, high-grade Suit Case.

FOR FORTY-EIGHT CERTIFICATES we will send you a 20 year, gold-filled watch, with open face, No. 16 size, latest thin model, pendant setting and screw back. The movement is fully guaranteed New York Standard, 7 jewel, and is one that will give the very best of satisfaction.

Send Certificates direct to

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

The Best Material Made

is none too good for manufacturers of

HIGH GRADE BICYCLES AND MOTORCYCLES

Fully realizing this we recommend

STANDARD SEAMLESS STEEL TUBING

as the highest grade product made for frames and bent parts. We also furnish bent parts in standard and special designs

OUR RIMS AND MUD-GUARDS

follow in the same class. Write for further particulars.

THE STANDARD WELDING CO.
CLEVELAND

New Departure Sundries

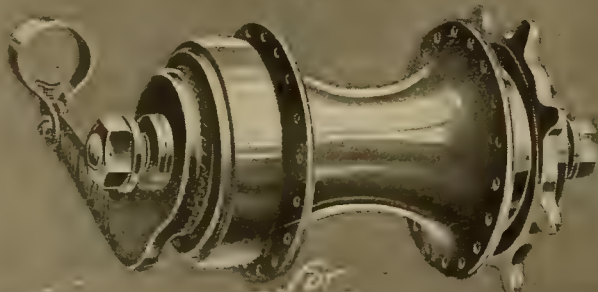
Coaster Brakes Front and Rear Hubs

*Cyclometers
Trouser Guards*

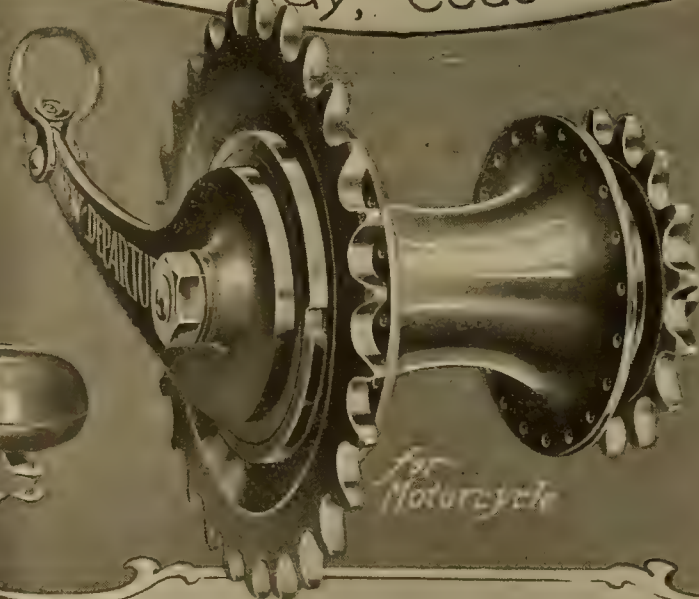
Bells

*New Departure Bells have
a tone thats all their own*

*New Departure Cyclometers
Tell the Tale when others fail*



*New Departure Coaster Brakes
Ride All Day, Coast Half Way*

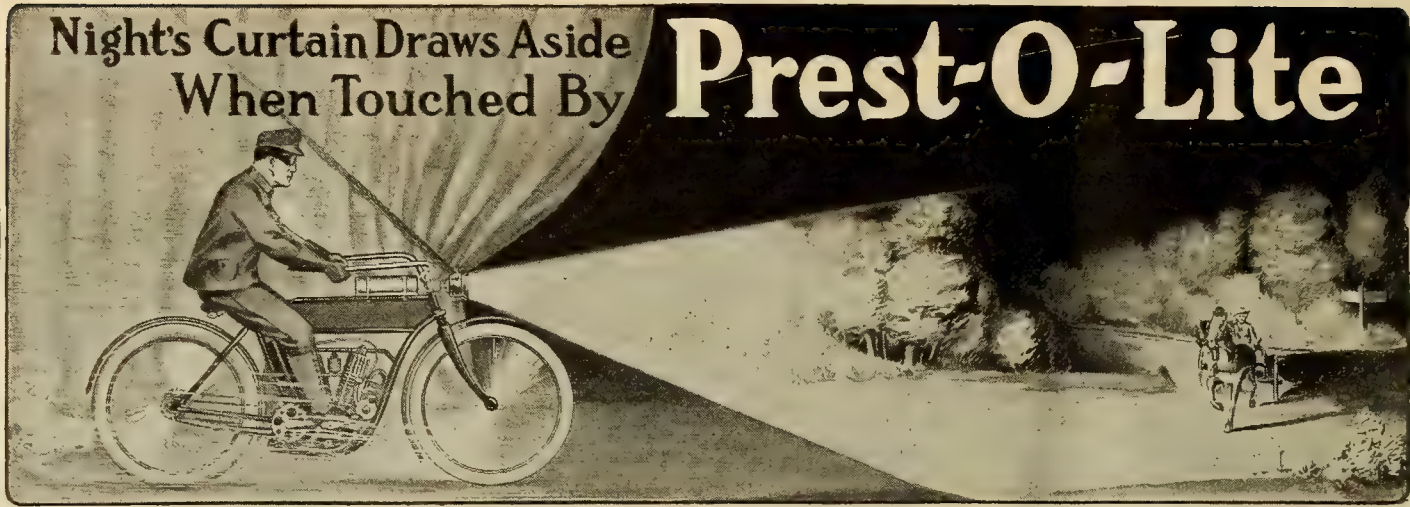


No Higher in Price than other kinds, Much higher in Quality.
THE NEW DEPARTURE MFG. CO. BRISTOL, CONN.

Coaster Brake Licensors.

Night's Curtain Draws Aside
When Touched By

Prest-O-Lite



OVER 100,000 automobile owners use Prest-O-Lite. Most of these have learned, through sorry experience, that feeble oil lamps and treacherous generators are sources of trouble, danger and expense.

Motorcyclists, with the same old lighting problem, are reaching the same solution.

With Prest-O-Lite, there is no uncertainty, no dirty work, no spurts of light, no intervals of darkness.

The road is flooded with light. The flame is steady,

no matter what the bumps. Turned on and off like a gas jet.

The Prest-O-Lite Motorcycle Gas Tank is 12 inches long and 4 inches diameter. Weighs 7 pounds. Holds 10 ft. of gas—40 hours of light.

Price, \$10. FULL TANK (In exchange for empty) 60c.

THE PREST-O-LITE CO. 245 E. South Street Indianapolis, Ind.

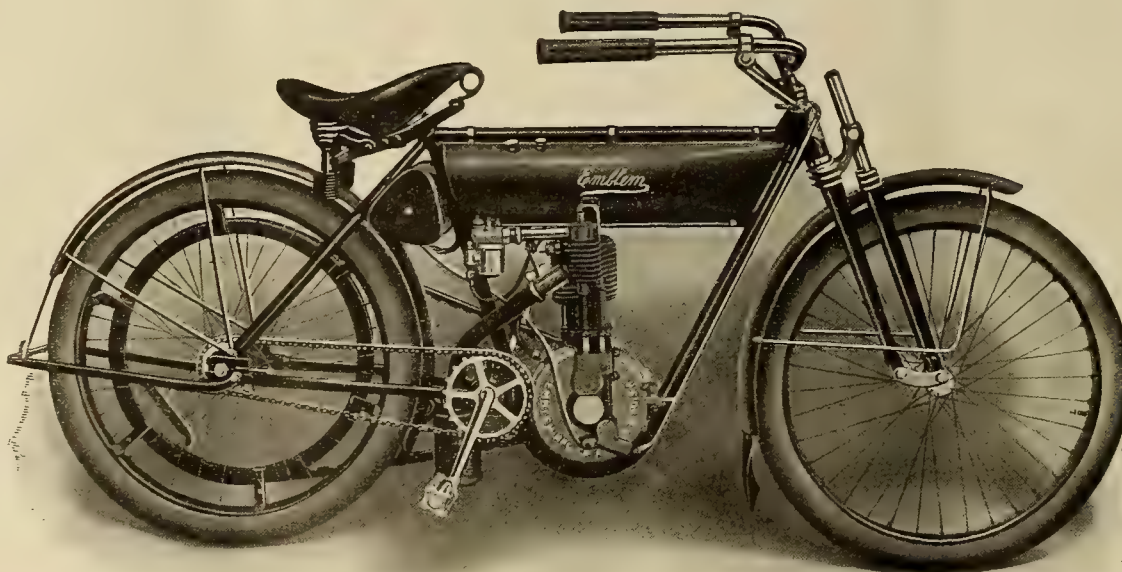
Branches at New York, Boston, Philadelphia, San Francisco and Cleveland. 3,000 Exchange Agents

This tank can also be used on automobiles as a reserve supply, carried in the tool box.

THE APPEALING FEATURES (and there are lots of them) OF EMBLEM MOTORCYCLES

will be more conspicuous than ever in the 1910 models and the addition of a 7 horsepower "twin" will round out the line.

3 $\frac{1}{2}$ Horsepower
Single Cylinder
4 Horsepower
Single Cylinder
7 Horsepower
Twin Cylinder



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WANT ONE?
It is the best motorcycle proposition of all.

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OUR TRAVELING SALESMEN ARE ON THE WAY TO SHOW YOU SAMPLES, MR. DEALER, and they have an interesting proposition to offer you. Nothing can touch it.

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☞ The Leading Motorcycle and Bicycle Sundry House of New England ☞

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Toe Clips



Spark Plugs

☞ ☞
The Hall Mark of all good bicycles.
It's stamped on every spoke.

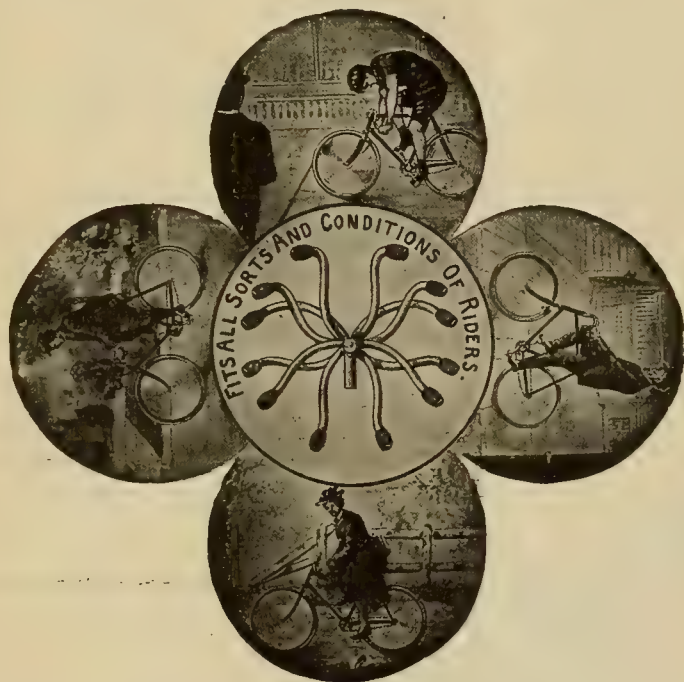
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STANDARD CO.**
Torrington, Conn.

THE STEERING APPARATUS

of any vehicle that moves on land or sea is a mighty important part of the vehicle and is not to be selected indiscriminately. That is one of the reasons why the

Kelly Adjustable HANDLE BAR

long ago became the standard "steering gear" of the best bicycles.



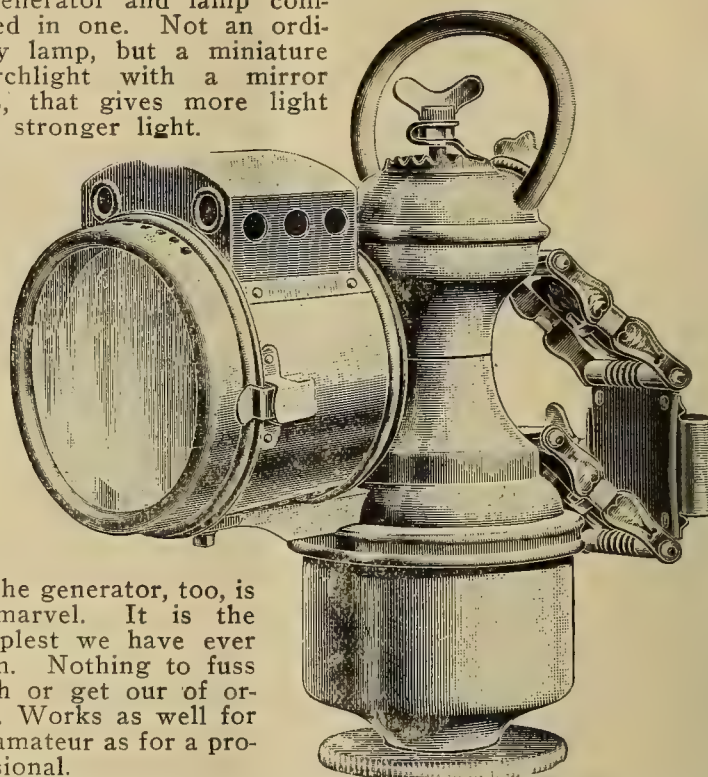
And this is due not only to its quality and reliability, but to the fact that its adjustability adds to the satisfaction of cycling by adding to the comfort of riding and making it possible for man, woman and child to meet varying conditions of road and wind as they arise.

KELLY BARS ARE WORTH INCLUDING IN YOUR SPECIFICATIONS.

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CLEVELAND, OHIO

Something New! Something Better!

Generator and lamp combined in one. Not an ordinary lamp, but a miniature searchlight with a mirror lens, that gives more light and stronger light.



The generator, too, is a marvel. It is the simplest we have ever seen. Nothing to fuss with or get out of order. Works as well for an amateur as for a professional.

Lamp and generator are finished in nickel. Complete outfit weighs only 22 ounces. Generator is 7½ inches high. Lamp is 3 inches diameter. Socket on lamp will fit any bracket. Price complete, each, \$3.50.

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The results in the great English Tourist Trophy Race for Motorcycles, held on the Isle of Man, again demonstrated that in England as in America, the Bosch Equipped Cycles get in front and stay there.

Of the nineteen motorcycles which finished, seventeen were equipped with

Bosch Magnetos

The winners of the first six places were these:

RIDER.	MACHINE.	IGNITION.
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3 W. F. Newsome	1-Cyl. 3½ H.P. Triumph	Bosch Magneto DA2
4 O. C. Godfrey	1-Cyl. 3½ H.P. Rex	Bosch Magneto DA2
5 C. B. Franklin	3½ H.P. Triumph	Bosch Magneto DA2
6 F. A. Applebee	3½ H.P. Rex	Bosch Magneto DA2

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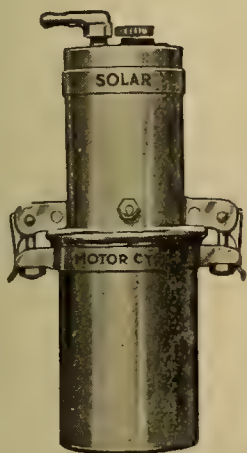
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But see to it that your machine is fitted with the new SOLAR motorcycle lamp and generator. That is the one outfit that will make your night riding safe. Ask any rider who has one what he knows about the Solar. It's dollars to cents he can't be induced to use anything else. Do you feel the same way about your present equipment?



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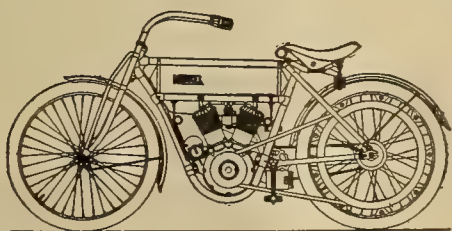
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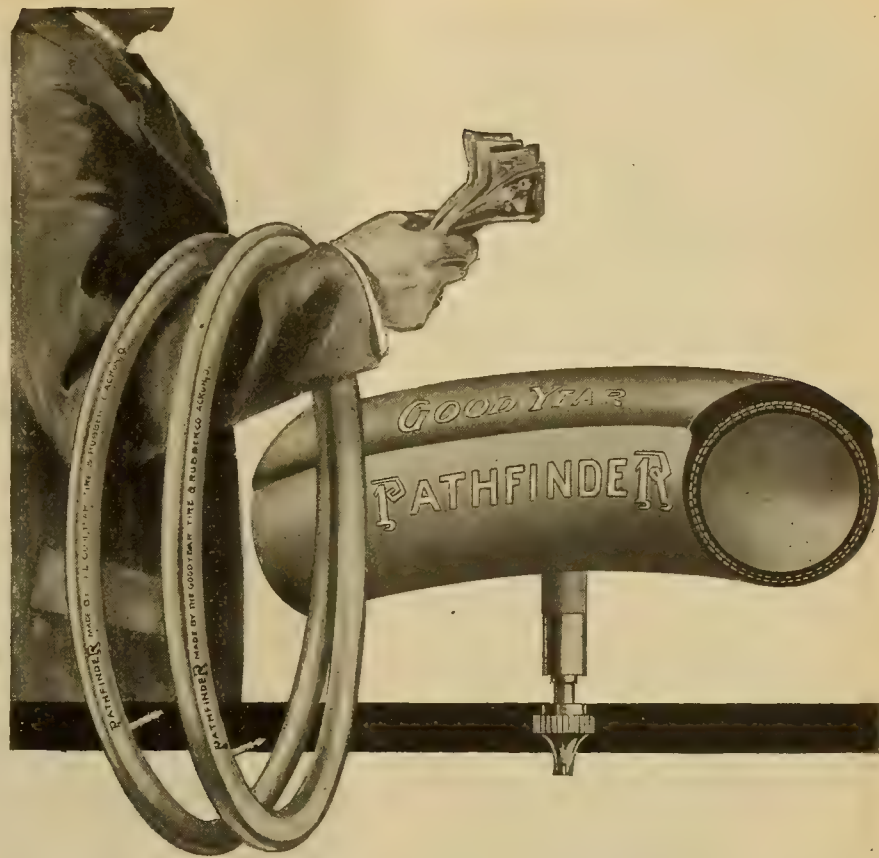
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The SPRING FRAME
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exclusive Merkel features.

We have a live proposi-
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You Make More Money on Tires

when your customers save money on tires by buying from you the kind that can be repaired—The Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back.

Pleased customers are also the best advertisers in the world. They bring others to you.

There's one secret of the Goodyear Pathfinder's wonderful popularity. It can be repaired either by plugs or vulcanization.

That gives the owner a run for his money.

A different story from that of ordinary tires, many of which will not take repairs at all.

Goodyear Pathfinder Single Tube Tires are made of the finest grade of Para rubber, as nearly pure as possible to put in a bicycle tire to vulcanize properly.

There are cheaper rubbers that would look just as well. We could even take rubber from old worn out tires, overshoes, etc., and make a tire that would pass muster as far as looks are

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The fabric in the famous Goodyear Pathfinder is a special closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

Notice the Pathfinder's cover—you never saw a tougher one. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

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Write us if we are not represented in your town and see what there is in it for you. Start a letter today!

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Workmanship
Simplicity
Power
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such a varied selection that all purses can
be accommodated.

Our catalog illustrates the various patterns.

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A Record of Steady Service

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It has taken part in every big road test of the year and has held a prominent position in the perfect score list every time. This tells the story of

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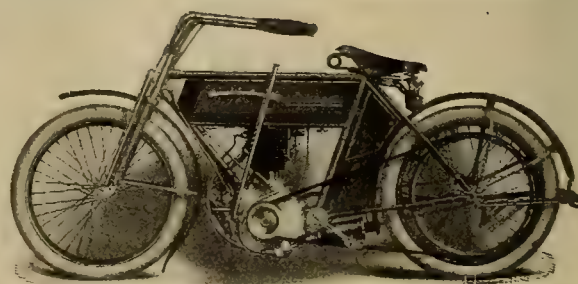
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MAKES GOOD EVERY TIME

¶ We are already receiving many applications for 1910 territory. Better get busy.

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(Established 1876)

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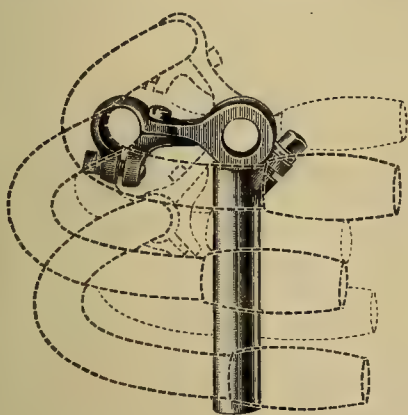


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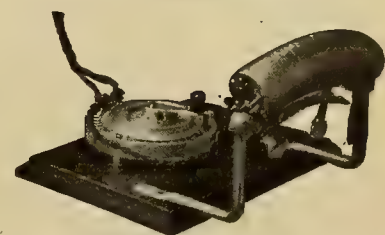
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"The A B C of Electricity"

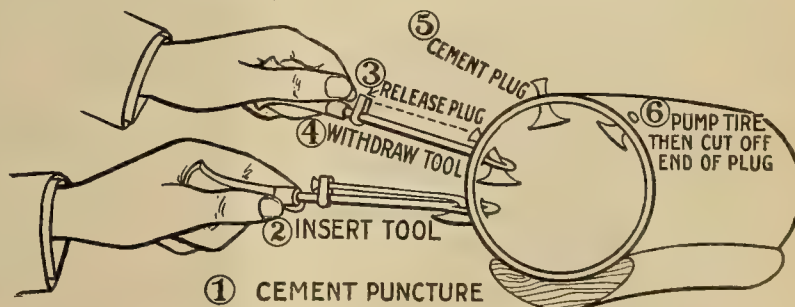
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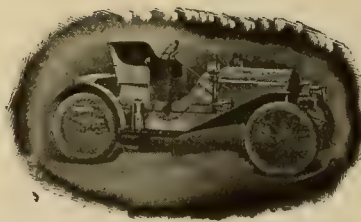
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NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

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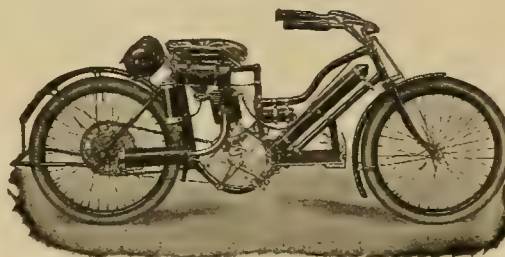
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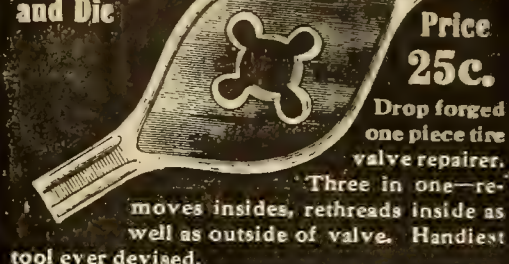
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moves insides, rethreads inside as well as outside of valve. Handiest tool ever devised.

THE MOTOR CAR EQUIPMENT CO.
55 Warren St. New York 1727 Broadway

GIBNEY WRAPPED TREAD BICYCLE TIRES

WRITE FOR PRICE LISTS AND DISCOUNTS

JAMES L. GIBNEY & BRO.
PHILADELPHIA

**American Motorcycles**

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

American Motorcycle Co.,
Wells & Seigel Sts. CHICAGO.

**TORPEDO Has a Clean Record**

Since 1904 the TORPEDO has entered many Endurance Runs and in every event has received a perfect score. Mr. Rider, something worth considering. Write us.

THE HORNECKER MOTOR MFG. CO.
GENESEO, ILL. U. S. A.

We are now ready to quote prices and deliver samples of the

1910 Hudson, Lenawee, Atlanta and New England Bicycles.

Write us.

J. W. GRADY & CO., Worcester, Mass.

MR. BERNHART SAYS—that the Jewell car which went through the 2,600 mile Glidden tour, had "Perfect Ignition." He uses

STA-RITE Spark Plugs

Get a set right away. They are "Guaranteed Perpetually"—because they stay right longer than any other plugs.

THE R. E. HARDY CO. (Inc. 1900)
Factory 201 37th St., Brooklyn, N. Y.
309 Fisher Bldg., Chicago, Ill.

**THE B. & S. MODEL "B"**

is the correct wrench for your motorcycle. Write for circular.

THE Motorcycle Records

for

ONE KILOMETER

ONE MILE

ONE HUNDRED MILES

ONE THOUSAND MILES

TWENTY-FOUR HOURS

and for all distances that go between were made on machines that were fitted with

Duckworth ROLLER CHAINS



which also hold

The Greatest of All Records—

the record for giving satisfaction in everyday use, everywhere, every time.

DUCKWORTH CHAIN TRANSMISSION

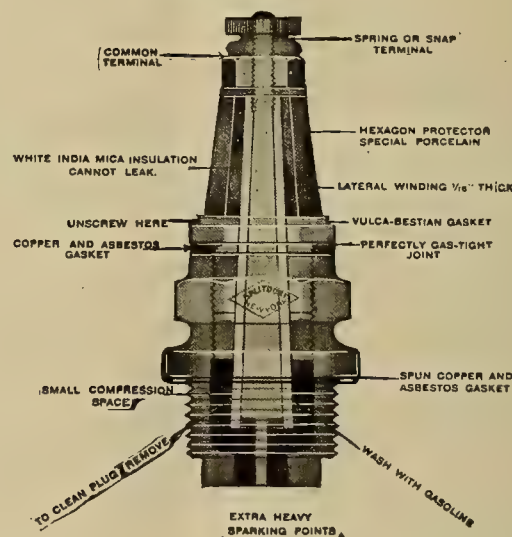
gives all the power all the time in all sorts of weather. It does not skip or slip in mud or rain, up hill or down. It is dependable under all conditions. Ever notice that when some of those who make belt driven motorcycles desire to win races or hill climbs, they take off their belts and put on chains? Don't that tell the story better than mere words?

USE DUCKWORTH CHAINS AND BE HAPPY!

Duckworth Chain & Mfg. Company
SPRINGFIELD, MASS.

SPLITDORF MOTORCYCLE PLUG

"WILL OUTLAST YOUR MOTOR"



Imitated By Many Equalled By None

Better for the motorcycle than any other plug, because it is designed and made especially for motorcycle work. Ask any of our thousands of users.

We Exhibit at the Atlanta Show

C. F. SPLITDORF
Walton Avenue and 138th Street
Branch—1679 Broadway
NEW YORK

CHICAGO:
319 Michigan Ave.
SAN FRANCISCO:
520 Van Ness Ave.

DETROIT:
886 Woodward Ave.
BOSTON:
Motor Mart.

It was
NOT DUE TO ACCIDENT
 that



**Kokomo
 Motorcycle
 Tires**



made such a big "hit" immediately they were placed on the market. We knew they were right before we offered them for sale and extended use simply verified our knowledge. The fact that it "was possible to make an anti-skid tread that would last, which first caused such wide comment, and induced other tire makers to "sit up and take notice," was succeeded by convincing proof that the lasting qualities of Kokomo tires as a whole are so much greater than all other tires, as to place Kokomos in a class by themselves. They point the way to avoid tire trouble and to reduce tire expense. Unless you are easily dissuaded, you can have Kokomo tires fitted to your motorcycle without extra cost. As for



**Kokomo
 Bicycle Tires**



the cycle trade and the cycling world long ago learned that they represent extraordinary values.

KOKOMO RUBBER COMPANY
 Kokomo, Indiana

Real Facts — That Every One Should Know

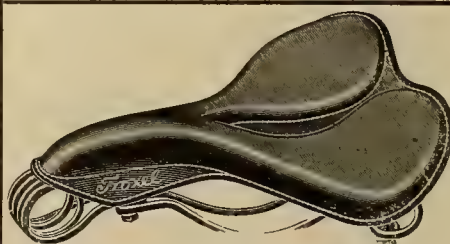
It has never been disputed that **TROXEL SADDLES** are Winners—The Best for the Manufacturer—the Best for the Jobber—the Best for the Dealer and the Best for the Rider.

Write for our Guarantee



**TROXEL EAGLE
MOTOR SADDLE**

Length, 13¼ inches.
Width, 12 inches.



STAR U SADDLE

Length, 10¼ inches
Width, 8 inches



**EAGLE CLIMAX
BICYCLE SADDLE**

Length, 12 inches.
Width, 9½ inches.

If you wish high grade equipment use Troxel Saddles. They are made up of material—the best that money can buy. This is another fact that cannot be disputed. We solicit and encourage comparisons. A saddle for every purse. Be in the lead and use Troxel Saddles. We solicit correspondence and will send illustrated catalog on request.

THE TROXEL MANUFACTURING CO., Elyria, Ohio, U. S. A.

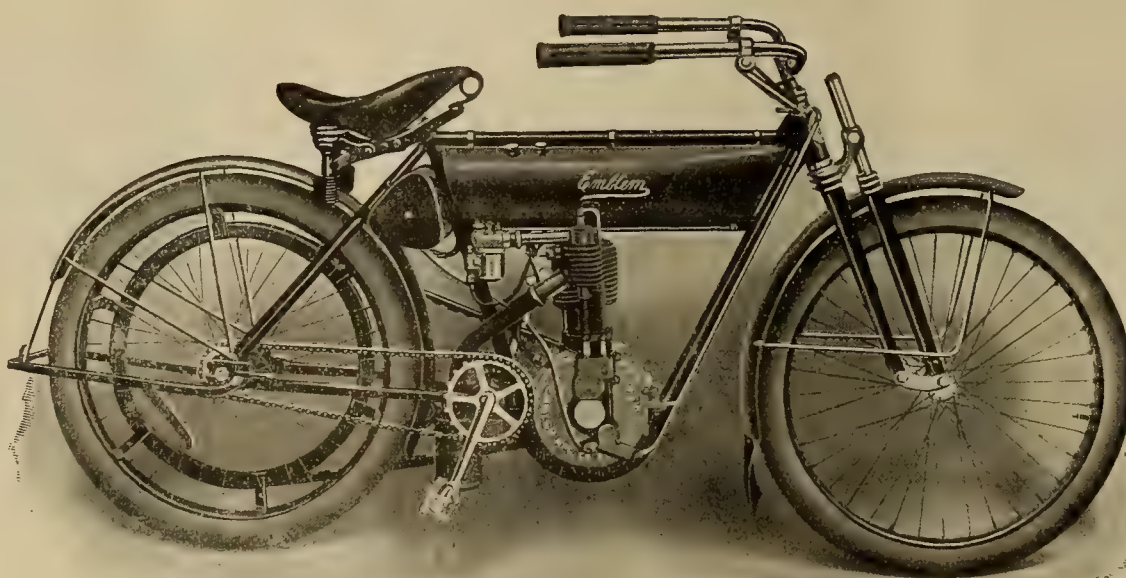
THE APPEALING FEATURES (and there are lots of them) OF EMBLEM MOTORCYCLES

will be more conspicuous than ever in the 1910 models and the addition of a 7 horsepower "twin" will round out the line.

3½ Horsepower
Single Cylinder

4 Horsepower
Single Cylinder

7 Horsepower
Twin Cylinder



Placing Agen-
cies now.
WANT ONE?
It is the best
motorcycle
proposition
of all.

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

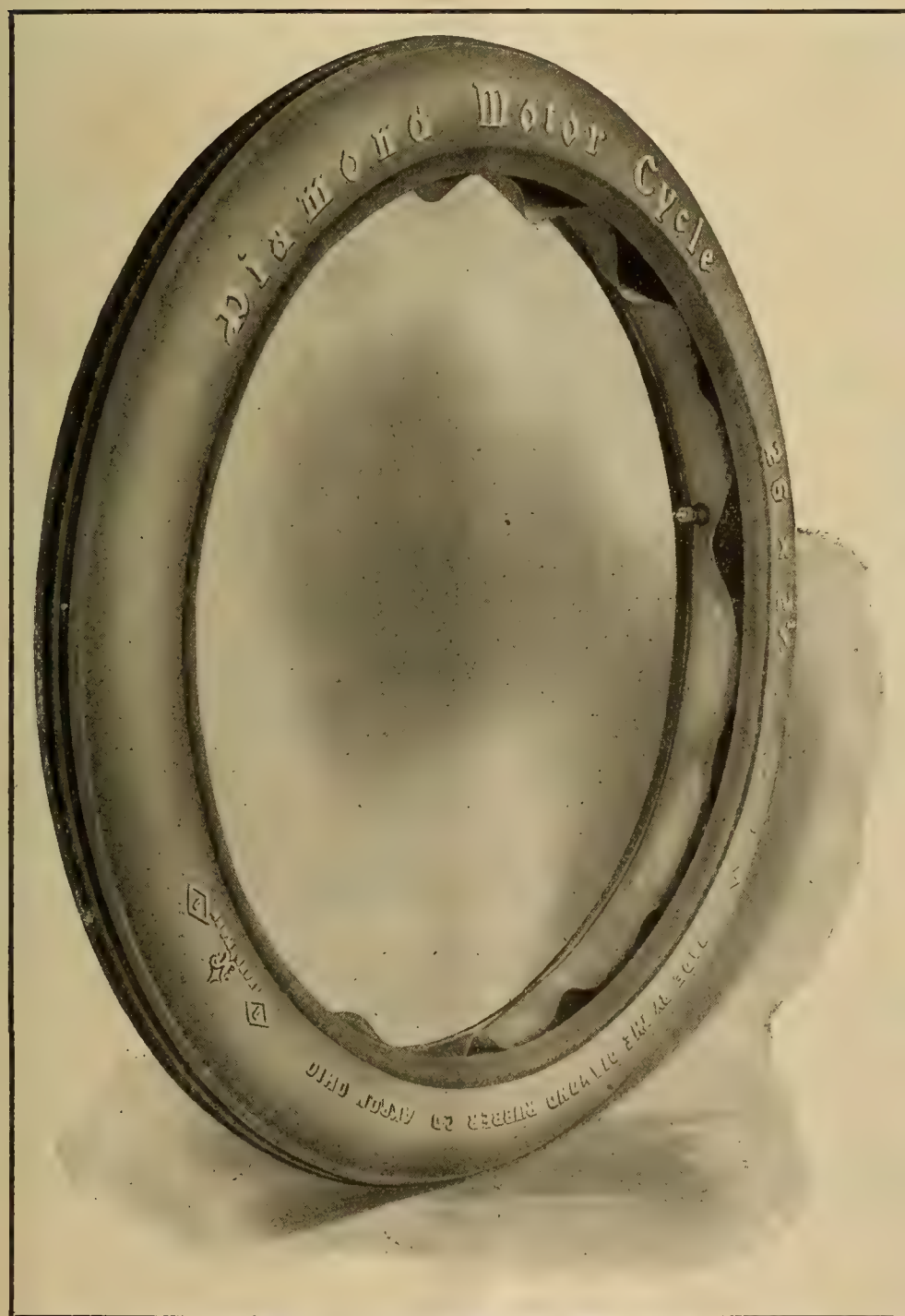
DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington.

Long Life and Large Mileage also Safety

The Keynote of our introduction of

Diamond

Motorcycle Tires, Casings and Tubes



A tread of heavy gauge and heavily corrugated prevents skidding and resists punctures.

Extremely tough and very flexible.

A perfectly fitting bead.

But the long and short of it is that Diamond Motorcycle Tires are on a par with Diamond Automobile and Bicycle Tires.

Can we say more?

SPECIAL CATALOG ON REQUEST

**The Diamond
Rubber Company**

AKRON, OHIO

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

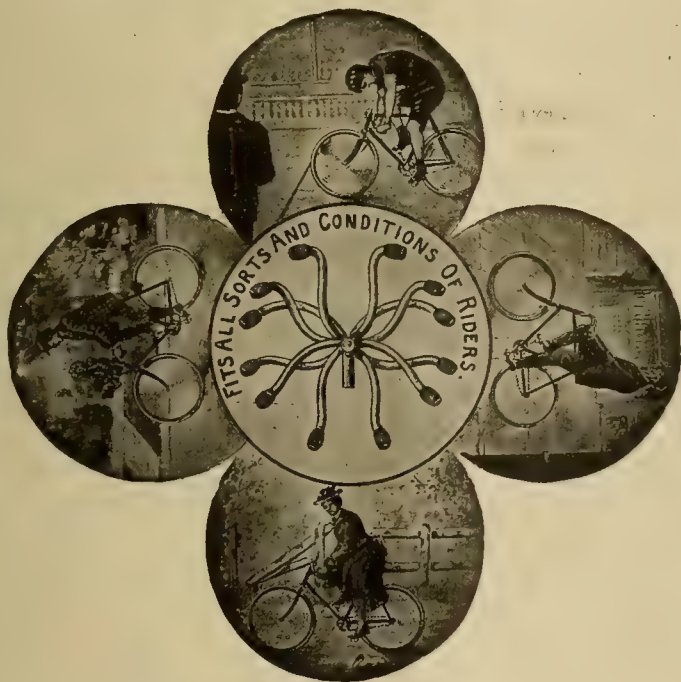
Single Tube Automobile and Bicycle Tire Co.

THE STEERING APPARATUS

of any vehicle that moves on land or sea is a mighty important part of the vehicle and is not to be selected indiscriminately. That is one of the reasons why the

Kelly Adjustable HANDLE BAR

long ago became the standard "steering gear" of the best bicycles.



And this is due not only to its quality and reliability, but to the fact that its adjustability adds to the satisfaction of cycling by adding to the comfort of riding and making it possible for man, woman and child to meet varying conditions of road and wind as they arise.

KELLY BARS ARE WORTH INCLUDING IN YOUR SPECIFICATIONS.

Kelly Handle Bar Co.
CLEVELAND, OHIO



A New Tread

added to the line of

MORGAN & WRIGHT MOTORCYCLE TIRES

The addition of the new single clinch broad corrugated tire makes our line of motorcycle tires the most complete on the market.

Single and double clinch, Broad Corrugated, Basket Weave and Bailey Treads for road work. Smooth Tread Racing for board tracks. Bailey and Combination Treads Racing for dirt tracks.

Butt End and Endless tubes at the same price.

It is the best line made for any manufacturer, dealer or jobber to push, as it comprises every combination of tread, size and style of tire that will ever be called for.

Moreover, the large number of branches and agencies we have established thruout the country (more than any other manufacturer) makes it easy to get our goods on short notice.

MORGAN & WRIGHT, Detroit

Buffalo, 379 Washington St.	Minneapolis, 911 First Ave. S.
Syracuse, 214 S. Clinton St.	Milwaukee, Cor. 4th and Prairie Sts.
Rochester, 24 Exchange St.	Kansas City, 605 E. 15th St.
Pittsburg, 913 Liberty Ave.	St. Louis, 538 N. Vandeventer Ave.
Cincinnati, 717 Main St.	Denver, 16th and Broadway.
Cleveland, 2048 E. Ninth St.	Portland, 86 Sixth St.
Atlanta, 50 N. Pryor St.	Los Angeles, 1108 S. Main St.
Chicago, 81 Michigan Ave.	San Francisco, 569 Golden Gate Ave.

MORGAN & WRIGHT OF NEW NEW YORK:

New York, 1849 Broadway.	Boston, Motor Mart.
Philadelphia, 123 N. 13th St.	



A Spin Through The Park On A Pleasant Day

is enjoyable if uninterrupted by vexatious delays. Tire punctures are the most annoying drawback to the pleasure of cycling.

FISSK BICYCLE TIRES

are insurance against such delays. They are road proof and outwear all others.

Ask Our Branches About It.

THE FISK RUBBER COMPANY, Chicopee Falls, Mass.

Boston—239 Columbus Ave.
Springfield—135 Bridge St.
New York—1725 Broadway.
Philadelphia—258 North Broad St.
Atlanta—103 North Pryor St.
Buffalo—718 Main St.

BRANCHES
Cleveland—1942 Euclid Ave.
Detroit—262 Jefferson Ave.
Chicago—1440 Michigan Boulevard.
St. Louis—3907 Olive St.
Minneapolis—820 Hennepin Ave.

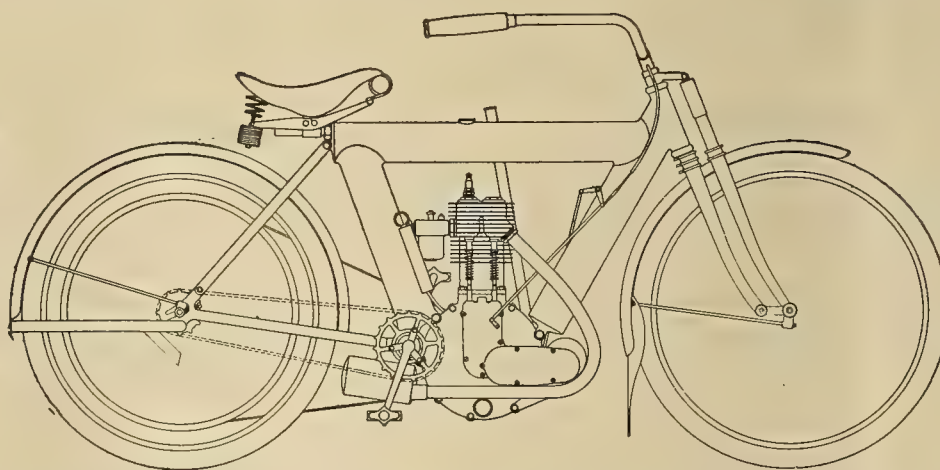
St. Paul—76 West Seventh St.
Kansas City—1604 Grand Ave.
Denver—1534 Glenarm St.
Seattle—910-14 East Pike St.
Los Angeles—722 South Olive St.
San Francisco—418 Golden Gate Ave.

FIRST 1910 ANNOUNCEMENT

PIERCE MOTORCYCLES

Four Cylinder

Two Speeds in the
Four



Single Cylinder

Long Stroke Engine

The Pierce Agency
—FOR 1910—

is an asset well worth having. If you are a dealer, regularly in business, we invite correspondence on our proposition: "THE AGENCY THAT PAYS." 1910 Advance Catalogue Now Ready. Sent to anyone on request.

THE PIERCE CYCLE COMPANY, Buffalo, N. Y. ☐ PACIFIC COAST BRANCH OAKLAND, CAL.

Pope Daily Service

A Specially Designed Bicycle for Delivery Purposes

A boy and a bicycle constitute the most economical, quick delivery service possible. Every merchant has need for such service. Here is the dealer's opportunity to open up a new avenue of trade.



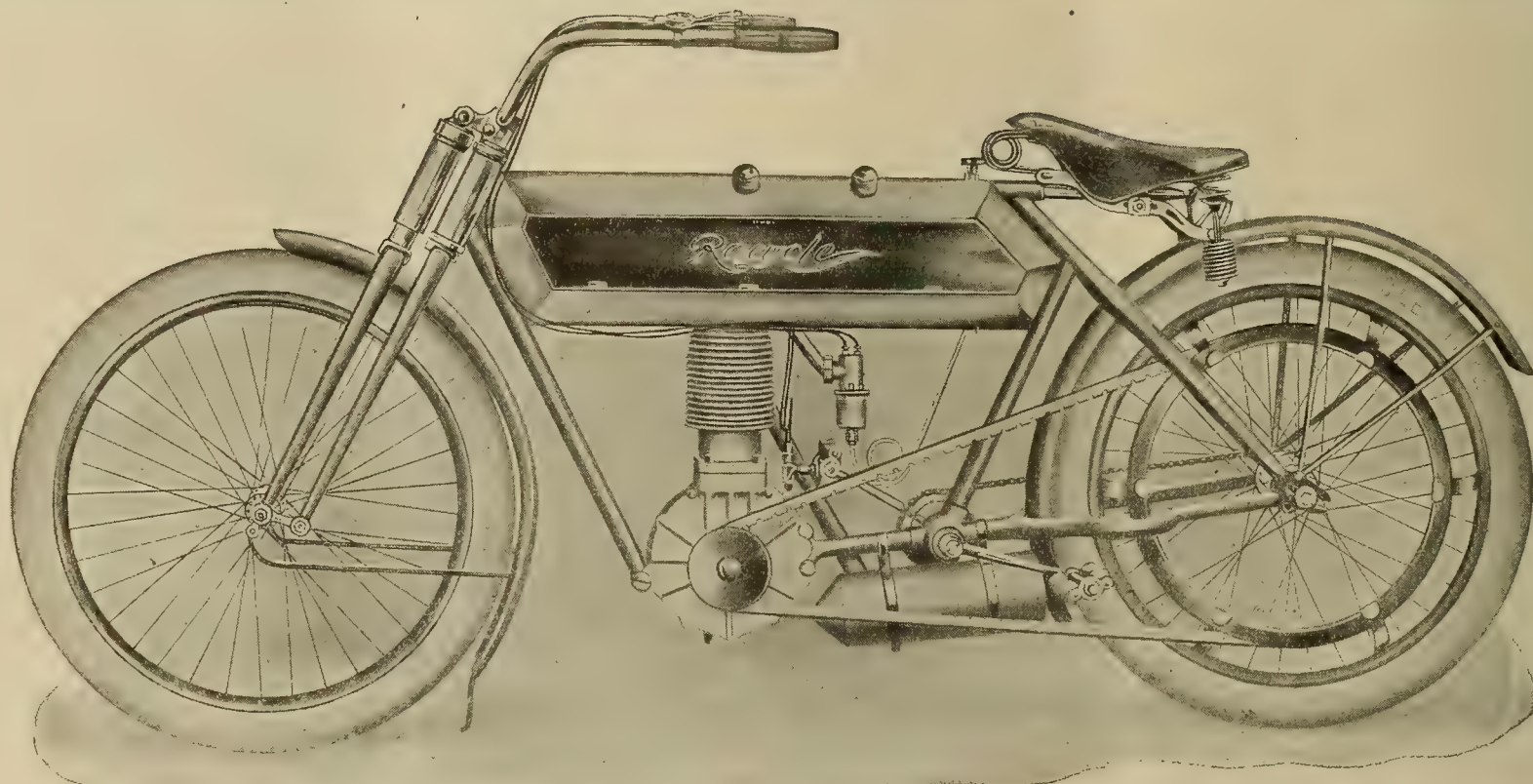
The Pope Daily Service is not an ordinary bicycle strengthened here and there but a special machine designed for the purpose as will be seen from the following specifications:

18 gauge tubing, strongly reinforced. Extra strong head with large cups, cones and balls. Extra strong forks. Improved two-piece crank hanger. Special heavy hubs. Spokes of tandem strength. Special handlebar, shaped to permit convenient attachment of bundle carrier. Heavy rims. Motorcycle pedals.

The Pope Daily Service has met with great success. It is building up the business of dealers who are handling it. It will do the same for YOU. Let us send you particulars and prices.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

HERE IT IS!
The 1910
Racycle Motorcycle



The Motorcycle That IS a Motorcycle

Note the Beautiful Lines of the Frame!
Note the Comfortable Riding Position!
Note the Low Frame Construction!

Four Horsepower Engine
Emergency Gasoline Tank

Imported English Carburettor
Improved Musselman Coaster Brake

Write for full particulars and agency proposition. Closing agencies everywhere every day.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. I.X.

New York, U. S. A., Saturday, November 20, 1909.

No. 8

BRITISH CYCLE MAKERS' PROFITS

Record Year for Triumph—Rudge-Whitworth's Statement Reveals a Decline—Confidence in the Future.

Two more of the big British companies, Triumph Cycle Co., Ltd., and Rudge-Whitworth, Ltd., have just revealed the results of their operations for the past fiscal year, the former showing a greater profit than ever before in its history, while the latter, though recording a profit, fails to equal the figures of the two preceding years.

The statement of the Triumph company, which concern in addition to making bicycles, is Great Britain's largest motorcycle producer, shows a net profit of \$134,410 for 1909, on a capitalization of \$650,000, while in 1908 the net profit was \$110,240, and in 1907 amounted to \$71,565. The total net assets at the end of 1909 are given as \$807,785, as against \$773,425 for 1908, and \$753,855 for 1907. The 1909 net profit is shown to be \$65,000 greater than in the famous "boom year" of 1896-7, and out of it the preferred shares have received a 5 per cent. dividend and the ordinary shares 10 per cent., the remainder going chiefly toward a strong reserve fund. The assets take no account of patents or patterns, and the good will account is almost entirely written off.

Because of the big reserve which Rudge-Whitworth has built up in the past for the purpose of equalizing dividends, the preferred shareholders receive their customary 6 per cent. and the common shareholders the usual 10 per cent., but the net profits for 1909 would not in themselves justify such a distribution, since they amount to but \$8,660, as against \$79,300 in 1908 and \$120,775 in 1907. The company, which is a leader in British cycle production and the commercial fortunes of which usually have been regarded as fairly representative of the British cycle trade as a whole, has a total capitalization of \$1,000,000, and its average of annual net profits for the past

thirteen years has been \$129,500. Despite a decline from this average during the last three years, the assets have remained far in excess of the capitalization, being \$1,440,520 at the close of 1909, while for 1908 they were \$1,470,275, and for 1907 totalled \$1,469,475. The fact that the usual dividend was declared is regarded as indicating that the company regards the lessened profit as the symptom of only a temporary condition, and has full confidence in a future return to big earnings.

Single Tube Files Suit for Royalty.

Alleging that the Pennsylvania Rubber Co., Jeannette, Pa., has failed to pay the royalty due under the terms of the license granted to manufacture single tube tires under the Tillinghast patent, the Single Tube Automobile and Bicycle Co., the owner of the patent, has instituted suit to recover the amount. The action is the result of the conditions existing previous to the rendering of the decision upholding the Tillinghast patent in the Single Tube company's suit for infringement against the Continental Rubber Works. This suit had been pending so long that a number of the licensees refused longer to pay royalty, claiming that the action was not being pressed and that therefore they were not receiving the protection due them. When the court rendered its judgment, several of the licensees paid up. Three of them, however, still declined to do so, and as a result proceedings to enforce collection were instituted against the Diamond Rubber Co., and now against the Pennsylvania Rubber Co. The action against the third alleged delinquent is in preparation.

Greyhound Incorporates with \$100,000.

The Greyhound Motor Works, Buffalo, N. Y., has been incorporated under the laws of New York, with capital stock of \$100,000. F. P. Fox, W. C. Overman and J. W. Van Allen, all of Buffalo, are named as incorporators. The company is, of course, the same that is manufacturing the Greyhound motorcycle.

KELSEY STOCK SOLD AT AUCTION

Chicago Concern Pays \$8,600 for the Merchandise Assets—Probing the Kelseys for Facts Concerning Business.

All the merchandise assets of the Kelsey Co., the bankrupt jobbing house of Buffalo, N. Y., have been "knocked down" to the Illinois Realization Co., of Chicago, Ill., for \$8,600, this being the highest bid at the receiver's sale, although the goods themselves were appraised at \$15,000. The sale, which was well attended by members of the trade, developed some lively bidding until the \$7,000 mark was reached, after which the Chicago company set the pace and finally discouraged further competition.

The price is considered by the receiver as a fair one, inasmuch as on so large a stock it is difficult to realize in spot cash any very great proportion of the appraised value. The sale has been confirmed and a first dividend of 10 per cent. is promised the creditors within a week. The Chicago company has not as yet indicated what disposition it intends making of the stock it has purchased.

An examination of the two Kelseys was ordered for yesterday (Friday) in order to determine the possibility of recovering from them money which it is said that they have drawn from the capital account of the concern during the last year, at a time when they knew the company was losing money. Allegations of preferential payments and similar matters are being gone into very thoroughly, looking to the recovery of such sums as the receiver thinks may properly belong to the creditors.

Norfolk Firm Secures New Quarters.

Ball & Co., who handle motorcycles and sporting goods in Norfolk, Va., have removed to larger quarters at 69 Plume street. They also have taken on two lines of automobiles.

SEPTEMBER'S SLUGGISH SHOWING

Export Markets Shift in Gains and Losses
—United Kingdom's Purchases Increase
—The Record in Detail.

Sluggishness in the foreign market for American cycles and parts, which was manifest in the August shipments, was continued through September, though with some shifting about of gains and losses, indicating that the movement is of a general rather than a specific nature. Comparing the returns of the month with those of September, 1908, develops the fact that save in two notable instances most of the variations were not far from \$2,000 in amount. The exceptions were the United Kingdom, which revealed an improvement of \$4,120, and Japan, which fell away something over \$9,000. Because six of the territories involved showed gains as against 12 which were on the opposite side of the balance, the totals for this year and last show a loss of \$14,597.

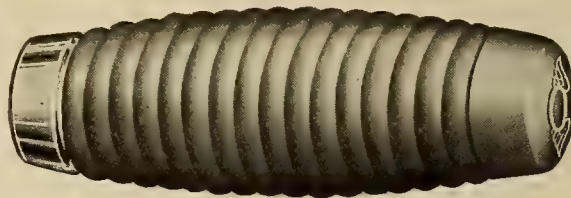
In addition to the United Kingdom, other divisions of the field which manifested improved markets were "Other Asia and Oceania," (\$2,478), Mexico (\$1,116), and Netherlands, British North America and the West Indies and Bermuda—the last three named in insignificant amounts. Depreciating exports closely approximating \$2,000 in each case, were shown by Germany, Argentina, Belgium, France, "Other Europe," and "Other South America."

Considering the relative demand for the nine months ending with September 30th, the prevailing steadiness of the market is evidenced, despite the downward movement. As compared with the corresponding period of 1908, the total exports lost \$10,192 in value. Eight of the divisions were on the plus side, however, the United Kingdom leading with a gain of \$31,555, "Other Europe" and France assisting to the extent of \$23,029 and \$16,520, respectively. Mexico is the greatest loser, with a depreciation of more than \$26,000. Japan has dropped \$20,000 and over in the total figures, and Germany \$14,000 in round numbers. The report in detail follows:

Cycles and Parts of Exported to—	September		Nine Months Ending September		
	1908	1909	1907	1908	1909
United Kingdom	\$4,253	\$8,373	\$228,251	\$64,177	\$95,732
Belgium	2,210	130	21,620	19,973	21,369
France	2,126	125	46,073	6,081	22,601
Germany	2,305	178	30,633	26,721	12,635
Italy	850	720	17,345	19,134	19,458
Netherlands	368	890	29,811	21,936	27,243
Other Europe	3,605	1,612	138,963	76,305	99,334
British North America	1,713	1,967	53,505	49,324	49,186
Mexico	4,061	5,177	68,629	64,182	38,909
Cuba	1,492	1,264	38,350	22,950	23,073
Other West Indies and Bermuda	924	1,086	17,375	15,250	10,340
Argentina	2,135	41	12,781	16,862	11,965
Brazil	523	100	9,853	4,413	3,229
Other South America	2,799	1,138	9,957	12,804	6,721
Japan	10,270	1,192	78,571	57,803	37,723
British Australasia	5,658	4,363	65,840	57,673	45,645
Other Asia and Oceania	1,292	3,770	11,988	17,471	18,769
Other countries	690	551	5,216	6,542	5,477
Totals	\$47,274	\$32,677	\$884,761	\$559,601	\$549,409

New Rubber Grip from Hartford.

First disclosed at the Atlanta automobile show, the new rubber grip which the Hartford Rubber Works Co., of Hartford, Conn., has devised for bicycles and motorcycles is being distributed to branches and agencies for presentation to the trade and public. As shown by the accompanying illustration, it is a short grip having corrugations encircling it. While primarily intended for bicycles, it is also suitable for motorcycles, when a short grip is preferred. Gray rubber of high quality is used, the



compound being sufficiently firm to avoid any "mushy" or "clammy" effect, but yielding enough to assist relieving the hands of the unpleasant effects of road vibration.

System in Storing Spare Parts.

Owing to a lack of system in handling them, stocks of spare parts sometimes become mixed, especially screws and nuts, while other supplies become exhausted, and the depreciation is not revealed until there is a call for a particular part, and a rummage through a conglomerate mass of metal discloses that there are none of the desired articles on hand. Or, it may be that a supply of certain parts is received, and is allowed to lie around with other things until in time the parts become buried and forgotten, when more are ordered, although there already is a supply on hand. Perhaps the best method of keeping track of spares, and one which is employed by many wide awake dealers, is to store them in cabinets. A spool thread, or jeweler's cabinet makes an excellent receptacle for very small parts, while for the larger ones; grocers' or druggists' cabinets are well adapted. Bargains in such cabinets frequently can be picked up at auction sales.

PROSPERITY FOR FRENCH DUNLOP

Profits so Big that Parent Company Wants to Absorb It—Offers Two for One to Exchange Shares.

For the year ending with last July the French Dunlop tire company whose report just has been made public, shows a net profit of \$280,000 as against \$80,000 for the preceding year, its total dividends for 1909 amounting to 40 per cent. These huge profits have caused the palm of the parent Dunlop company to itch so keenly that it has made a proposition to take over the French company. It offers the stockholders of the latter a fully paid \$10 guaranteed 5 per cent. income share in the parent concern for each \$5 share in the subsidiary company, the new shares to be redeemable at any time at the option of the Dunlop Rubber Co.—the parent organization—after June 1, 1920, at 25 per cent. premium. The stock is guaranteed 5 per cent. dividend and will be entitled to an additional percentage up to a maximum of 10 per cent. upon a sliding scale, according to the annual profits earned from the business in France. The plan has been recommended to the stockholders of the French company by the directors, and bids fair to be carried through successfully.

One Way of Preventing Rust.

Among the many formulas offered for the concoction of rust preventives for polished parts, one involving the use of rubber solution is recommended as being particularly effective for the enamel-plated surfaces of bicycle and motorcycle parts. One part of caoutchouc, or pure gum rubber, is dissolved in 16 parts of turpentine heated, but not to the boiling point. Eight parts of boiled oil afterward are added and the mixture is stirred until it boils. The preventive mixture thus formed is to be applied by means of a varnish brush to the parts which it is desired to protect. The coating will destroy the polish, but will exclude all air and injurious gases and may be removed when desired, by the application of a little turpentine. The polish then may be renewed in the usual way with scarcely any more effort than would be required had the surface been neglected for some time, or after it had been exposed to rain or fog.

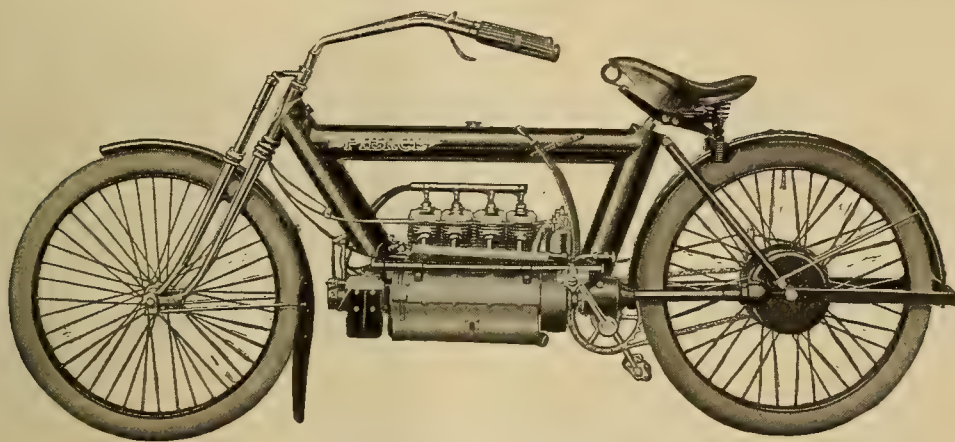
Old Oil in a New Bottle.

The Three-in-One Oil Co., New York, are about to place their lubricant on the market in a larger package than any heretofore used. The new package will contain eight ounces of Three-in-One and will retail for 50 cents. It holds eight times as much oil as the present 10 cents bottle and three and a half times as much as the 25 cents package, both of which, however, will be continued. Incidentally, the trade prices of the oil will be slightly advanced on January 1st next.

PIERCE PROVIDES A FREE ENGINE

**It Constitutes Chief Feature of the 1910
"Four"—Its Design and Operation—
Other Improvements Effected.**

It required but one year's experience in the motorcycle field to convince the Pierce Cycle Co., Buffalo, N. Y., of not only the advantages but the necessity of a free engine and two speed gear and as a result, a device of the sort will constitute the most striking and most valuable of the new features of the 1910 four-cylinder Pierce. The change speed, too, is of the sliding gear type used in automobiles and is employed



1910 PIERCE FOUR CYLINDER MODEL.

in connection with a multiple disc clutch, the whole device being well worked out and ingeniously applied. Its entire operation is controlled by a single hand lever on the left side of the frame.

When the hand lever is shoved forward it engages the low speed, as shown in the accompanying sectional view of the transmission from the right side. As the control lever is pulled back into middle position, it will be seen to have the effect of moving the two sliding gears (which in the illustration are at the left of the controlling finger) into a neutral position, disengaging the smaller gear which is shown engaged at the left hand end of the case. An examination of the clutch construction shows also that the same movement releases the clutch, as the cone which expands the dogs has moved forward.

For the high speed position, the control lever is pulled all the way back, which moves the sliding gears still further forward until the larger of the two meshes with the gear on the shaft that drives the rear wheel. As the gear moves into complete mesh, the second cone moves forward sufficiently to expand the clutch dogs and throw the clutch into action, so that the full power of the motor is transmitted.

Since the action of the change gear and the clutch are not separated but are combined in one controlling lever, the possibility of any mistake in operation that could injure the sliding gears, is precluded. The gear is $4\frac{1}{8}$ to 1 on the high gear and $7\frac{1}{8}$ to 1 on the low.

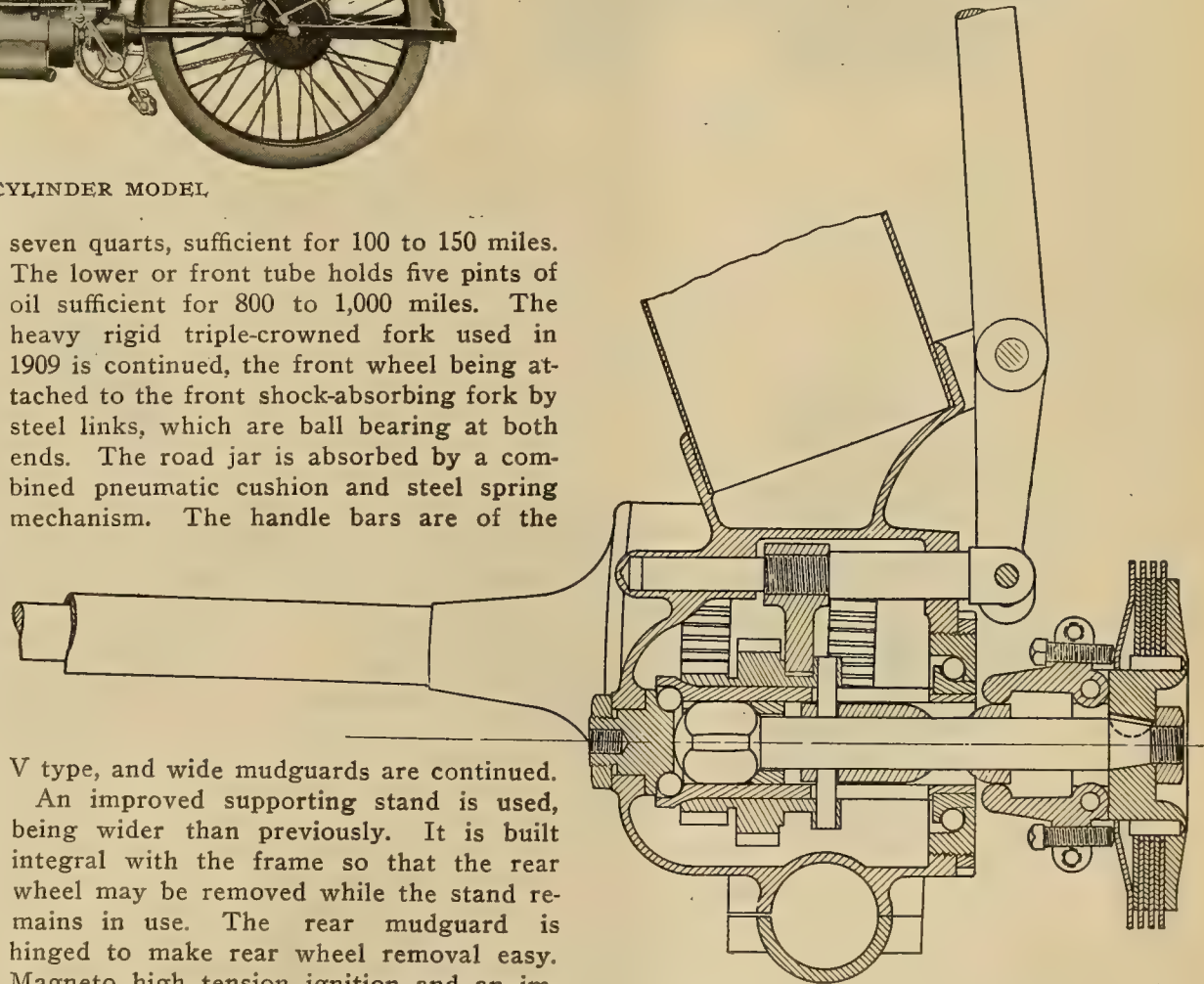
The motor itself on the new model has undergone an increase in the size of the cylinders. The bore, which heretofore has been 23-16 inches, is now 27-16, and the stroke has been lengthened from $2\frac{1}{4}$ to $2\frac{3}{8}$ inches. The fly wheel has been increased $1\frac{1}{2}$ inches in diameter accordingly, and all bearings are provided with removable bushings of Parson's white brass. A minor alteration in the crank case provides a well of oil which insures a feed to the lubricating pump if there be any oil in the case whatever.

Aside from the transmission and motor, the general features are much the same as last year. The frame is of $3\frac{1}{2}$ -inch tubing, the top and rear upright tubes acting as a gasoline tank and having a capacity of

long stroke type, its dimensions being $3\frac{1}{2}$ x 4 inches. The valves, both of which are positioned on the right side of the motor, are mechanically operated. Splash lubrication is employed, a hand pump forcing oil to the engine base, as usual. Power transmission is by a flat belt of stitched leather $1\frac{3}{4}$ inches wide and running on a 20-inch rear pulley. Magneto is the standard means of ignition. The machine is of the same "tankless" type as the four cylinder model, $3\frac{1}{2}$ -inch tubing being employed for the frame and constituting the receptacles for both oil and gasoline. The "single" is listed at \$250.

Magneto Misfiring Due to Armature.

After a fruitless search for the cause of misfiring on a magneto machine, as a last resort, it is a good plan to inspect the armature shaft bearings for play. Like everything else, these in time become worn, and permit the armature to scrape against the pole shoes, which materially reduces the strength of the magnets, and sometimes causes misfiring. This scraping produces a hard "skin" or glazing on the surface of



SECTIONAL VIEW OF TWO-SPEED GEAR AND CLUTCH

seven quarts, sufficient for 100 to 150 miles. The lower or front tube holds five pints of oil sufficient for 800 to 1,000 miles. The heavy rigid triple-crowned fork used in 1909 is continued, the front wheel being attached to the front shock-absorbing fork by steel links, which are ball bearing at both ends. The road jar is absorbed by a combined pneumatic cushion and steel spring mechanism. The handle bars are of the

V type, and wide mudguards are continued.

An improved supporting stand is used, being wider than previously. It is built integral with the frame so that the rear wheel may be removed while the stand remains in use. The rear mudguard is hinged to make rear wheel removal easy. Magneto high tension ignition and an improved Breeze carburetter are supplied, the control residing in the grips. The left grip operates the throttle while the right advances or retards the spark and also opens and closes the exhaust valves, Bowden wire being used. The wheel base is 60 inches, the machine having 28-inch wheels with $2\frac{1}{2}$ inch tires.

For the first time, as the *Bicycling World* stated several weeks since, there will be a single cylinder model also in the Pierce line. The 5 horsepower engine is of the

the iron, and seriously affects the magnetism. When armature bearings reveal an appreciable amount of play, they should be renewed without delay.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. *Bicycling World Co.*, 154 Nassau street, New York.

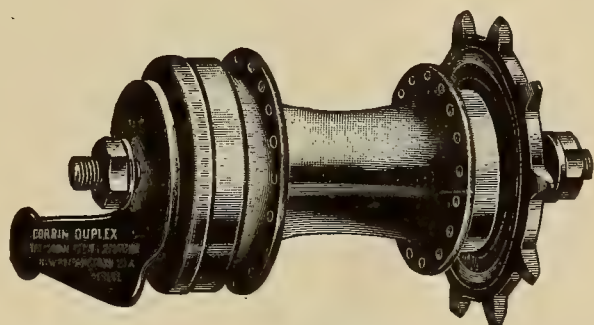
We Offer You a Choice

in both bicycle and motorcycle brakes, and as they all are

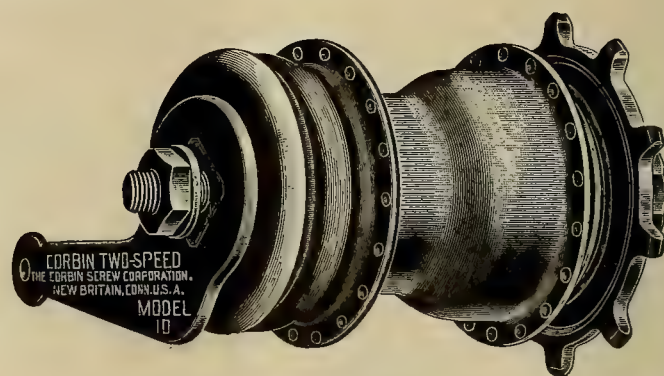
— CORBINS —

it goes almost without saying that they are right in every detail

FOR BICYCLES

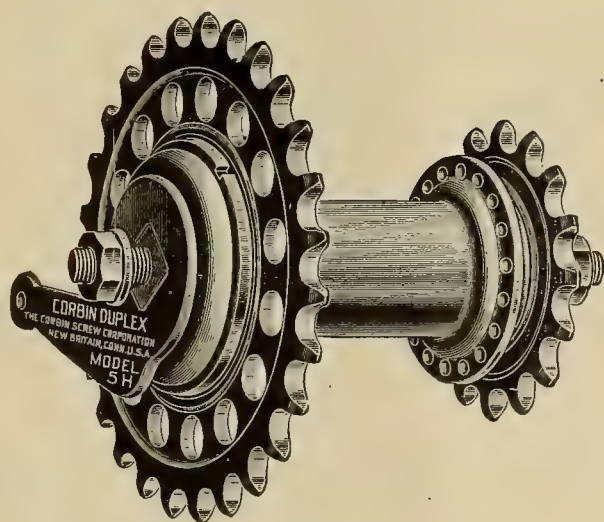


Standard

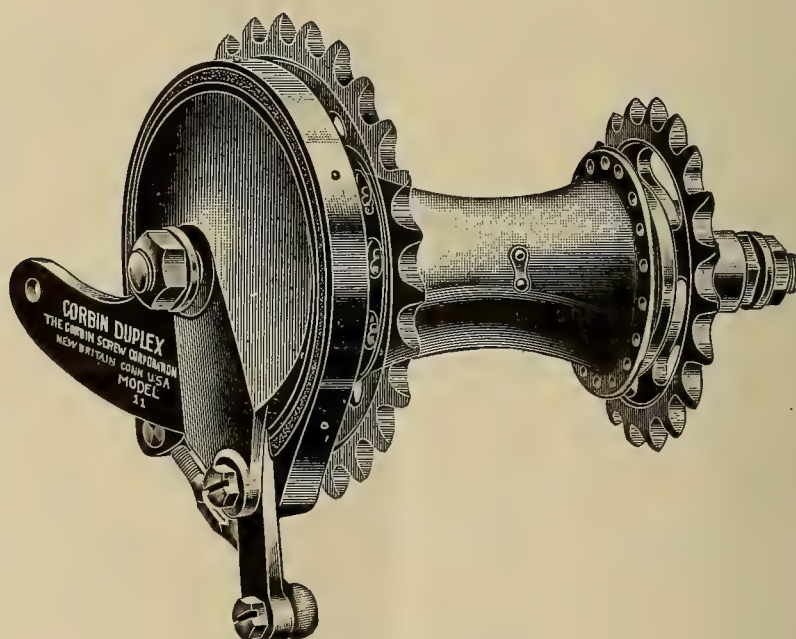


Two-Speed

FOR MOTORCYCLES



Standard



Backpedaling Band

Front Hubs to Match Both Types

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NEW BRITAIN, CONN.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
-1877-

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, NOVEMBER 20, 1909.

To Make Motorcycles Permanent.

It is apparent that the free engine and two speed devices so long advocated by the Bicycling World as necessary features for motorcycles, at last are in a fair way of obtaining the measure of attention which really is overdue. The fact that one manufacturer will equip his entire output with a free engine device, and that another is contemplating offering it, at least as an option, while the largest and most prominent maker will feature free engines and two speed gears, will exert vital influence on the future welfare of both the pastime and the industry.

After he has cut his eye teeth, the average motorcyclist realizes that ability to start easily and to ride slowly and safely is vastly more important than ability to ride speedily. It is only then that he realizes that the roads of America are not such as permit the all-around use or assure the permanency of the direct drive motorcycle. The free engine and the two-speed gear are the things that make for such use and permanency.

"The manufacturers should know what the good customers—the ones we value—want, and that is a free engine, if not a two-speed," writes one of the thoughtful veterans of the retail trade in referring to

the subject. "It is the only thing that will hold some of the old riders and bring back some of the others. Every word that the Bicycling World has said on the subject is true."

The Startling News from New Orleans.

The New Orleans Times-Democrat has suffered a bad attack of cyclophobia. Probably because one of its local rivals previously had remarked that an increased interest in the bicycle was observable, the Times-Democrat found it necessary or desirable to display its superior wisdom. It displays it at some length and with no little prominence and the surest indication that it knows what it is talking about, is its use of the word "bike" to describe the bicycle; it is an unfailing sign.

Since men in newspaper offices first began to write of bicycles, some thirty odd years ago, "bike" has been the hallmark which they have supposed conveyed intimate familiarity with the subject. It almost is unnecessary to say that the New Orleans publication has discovered that "the bike is passing"; indeed, it has approached nearer the North Pole of truth than have other journalistic Cooks, for it has found that "the bike has passed."

"Good old bike! It will soon be the bike of our fathers," it declares among a lot of similar twaddle. "It is more than passing. It has passed.

"The bike today is about as popular as the hoopskirt. Most merchants who sold bikes have gone out of business or are selling automobiles.

"They are still manufactured—in isolated instances. Nobody wants them. They are rarely seen on the street, at least in the big cities. They are yet used in the smaller towns, and in the country, though not to any great extent.

"The horse is said to be passing, but the bike has preceded him. Both are hustling toward oblivion, but the bike is far ahead."

As there scarcely can be less than a million bicycles in daily use in this country, this news from the sunburned South will prove startling to those who use them. But it should startle the Times-Democrat to learn that there are 16 large factories, located in such isolated places as Hartford, Buffalo and Chicago, still turning out bicycles at the rate of approximately 250,000 each year, and that two of these factories never have produced less than 40,000 bicycles each year, also that the present season has been the best that one of these two

has experienced since cycling reached a state of sanity. It even may startle the New Orleans print to learn that during the current year the ratio of bicycle and automobile production has been not less than 3 to 1 in favor of the bicycle, though people who are impressed by size and sound may have trouble in recognizing the truth. The two or three hundred automobiles in use in New Orleans doubtless have so filled the eye of the Times-Democrat that it cannot see clearly, though it is located so very far from the centers of manufacture that its eye-slant is easily understood.

Yes; the "bike" and the horse are passing! Newspaper editors have been sending the horse to oblivion ever since the first railroad was built. They hurried him along when the trolley car first appeared, and when the bicycle reached the heights of insanity, the grave was dug for the poor old animal. And yet he refused to die—he refused to pass. Everywhere is he with us, and apparently in undiminished numbers, and his utility is as great as ever it was. When the horse "passes," the bicycle also probably will pass, though first cost and cost of upkeep and convenience all is in favor of the bicycle. But they are and probably always will remain the two best and most reliable friends of mankind.

If they no longer make use of horses or mules or bicycles in New Orleans, the city must be in a bad way, indeed, and the Times-Democrat should start an investigation and get the quicklime and carbolic solution ready for sprinkling.

Dollar Subscriptions for Pope Memorial.

The receipt of the first \$1 subscriptions to the Pope memorial fund are recorded this week. Now that "the ice has been broken," so to speak, there should be many subscriptions of that amount. The desire exists that the memorial shall be thoroughly representative and subscriptions of amounts smaller than those which hitherto have appeared in Bicycling World's weekly list will serve to give it that character. There are few dealers and few riders who, with little, if any, inconvenience to themselves, cannot afford to give such a sum. Colonel Pope at all times was a generous and free handed contributor to their cause. He made possible all of the profit and pleasure which they enjoy, and his memory should be dear to all those who do not live wholly within themselves and are able to lift themselves above the pettiness of commercial strife. Let the dollar subscriptions come!

CORRESPONDENCE

Hot Butter as a Lubricant.

Editor of the Bicycling World:

Do not think I am crazy, but what do you think of hot butter as a lubricant for a motorcycle engine?

While on a trip through Pennsylvania a few days ago I found that my motor needed oil and then found that the tank was empty, and as near as I could judge I was not within 30 miles of the next town. After riding about five miles, I stopped at a farm house, the first one I came to, and inquired if they had any oil. They had kerosene, but that was no good, so I hit upon the following: I got about a pint of pure cream and put that in the oil tank, put a pumpful or more into the crank case and started the engine, which as far as I could figure, churned the cream into butter and the heat made it into oil. I got back O. K., riding with hot butter for 55 miles, and no bad effects, but I cleaned the motor out when I got there.

If you happen to use this I would not like by name attached as it might seem very foolish to some one, so I will withhold it.

A. J.

Repeated Breaks of Motorcycle Frame.

Editor of the Bicycling World:

I have broken the frame of my motorcycle twice this past summer, and would like to know if you think that the method which I here outline will remedy the trouble. You will note from the illustration of the machine, which I enclose, that the engine is held in the frame by three $\frac{3}{4}$ inch capscrews at the bottom, and at the top by a right and left hand bolt, one end of which is screwed in the center of the cylinder head and the other in a lug in the lower cross tube.

I had the engine out of the frame once, and had to use a bar to get it back in place, which undoubtedly strained the frame considerably. Do you think that the three capscrews are enough to hold the engine securely, or would you advise fixing a clamp around the top tube and fastening it to the top of the engine? The first break occurred in the lower head lug, and the second one just below the same lug. I will be grateful for any assistance which you can give me towards overcoming the trouble.

WILLIAM H., Cleveland, O.

[The engine stay bolts may seem to be adequate to hold it in place, without requiring additional fastening. Your trouble seems to be due to an unusually short head and a weak frame. When you sprung the frame it is likely that you started a joint, which thereafter was under abnormal strain, and the vibration in time caused it to break. The second mishap may have been due to slipshod work in repairing the first one, either through burning of the tubing or failure to secure a good flow of spelter in the joint. The only remedy seems to be to

put in a new head with heavier and stronger lugs, and a heavier lower tube if the present one is burnt or appears weak. The lower truss tube also should be inspected, and if it shows any signs of buckling it should be replaced with a heavier one. But unless a good brazing job is done, the trouble will likely recur even with heavier tubes.]

Says Mt. Hamilton is Not so Tall.

Editor of the Bicycling World:

I am just in receipt of Bicycling World of November 6, on page 226 of which there is an article entitled "Two Motorcyclists Scale Mt. Hamilton," in which it is intimated that a motorcyclist riding up or down Mt. Hamilton will be aware that he has "gone up in the world," or vice versa.

As a matter of actual fact, Mt. Hamilton is easy, the steepest grade being only 12 per cent. The actual ascent begins at Alum Rock hill, four miles east of San Jose, and the summit of Mt. Hamilton is 23 miles beyond, and as the observatory is at an elevation of less than 5,000 feet, the writer fails to see that any great feat has been accomplished in making the ascent on 4 horsepower motorcycles, when every Sunday of the dry season, and oftener, machines of all kinds from $1\frac{3}{4}$ to 5 and 6 horsepower twins are making the trip. To say that "comparatively few" make the ascent is not true. On June 13th last, between 30 and 40 motorcyclists rode their machines up Mt. Hamilton, the writer being one of them.

SUBSCRIBER, San Jose, Cal.

Removing Handle Bars and Seat Posts.

Handle bar and seat post stems which remain long undisturbed, as is often the case, are prone to become rusted in place, and their removal sometimes becomes quite difficult in consequence. If the machine is stored in a damp place, or is exposed to a rainstorm, rusting of these parts is quite certain to follow, for it is surprising how water will find its way into seemingly inaccessible places. When removing either of these posts, after the expander bolts have been loosened, they should be given a couple of sharp taps with a babbitt hammer or block of wood, which will drive down the expanding wedge, relieving the strain or grip on the inner walls of the post, and also start the latter from its "set." Some kerosene or light oil squirted on the outside of the post, and twisting the latter from right to left or vice versa, will help wonderfully in freeing it, so that it can be withdrawn easily. When posts are being replaced, a little oil on the outer surface, and also on the threads of the expander will prevent rusting and make their subsequent removal easy.

Protecting Steering Head Balls.

Steering head ball cups through improper heat treatment, sometimes become brittle, and chip off when subjected to a heavy shock, as for instance taking a thank-you-ma'am at high speed or in hard riding. This chipping usually occurs in such a manner

COMING EVENTS

November 25, Houston, Texas—25 miles handicap road race; open.

November 25, Augusta, Ga.—Augusta Motorcycle Club's Thanksgiving race meet at fair grounds track; open.

November 25, Newark, N. J.—Olympic Athletic Club's race meet at Olympic Park.

November 25, Fort Lee, N. J.—Motorcycle classes, Edgewood Automobile Association's hill climb.

December 6-11, New York City—Seventeenth annual six days bicycle race in Madison Square Garden.

January 8-15, New York City—Motorcycle section, Association of Licensed Automobile Manufacturers' tenth annual show in Madison Square Garden.

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

that the balls are exposed to dust and other foreign elements, and yet is not sufficient to permit the balls to drop out. In such cases there is no need of allowing the balls and the undamaged half of the cup to be exposed to the grinding action of sand, until the broken part can be replaced, for a piece of tape wrapped around the cup will exclude all foreign matter, and still not interfere in the least with the steering action of the machine.

Function of Tire Valve Lock Nuts.

Tire valve rim lock nuts always should be replaced and drawn up moderately after the tire is inflated. If this is not done, the tire will have a tendency to creep, particularly if it is at all soft, or has been in use long, and becoming glazed or more pliable, does not grip the rim as firmly as before. When creeping commences, unless it is checked at once it is but a matter of time, when the valve will be either partially or wholly torn from the tube, and this stage will be hastened materially by skidding or violent braking.

Steering Knuckles that Require Attention.

On tri-cars and delivery vans, the steering knuckles of the front axle should be kept well oiled, and to make sure that they work freely, it is a good plan to jack up the axle occasionally, disconnect the steering rod and move the wheels to the right and left by hand. This test also will reveal any undue play in the knuckles, which should be taken up. The steering rod joints should be oiled frequently, and it is a good plan to enclose them in leather boots to exclude mud and water.

YIELDS MONEY AND ONE PATIENT

**Guttenburg Motorcycle Meet Contributes
Both to Hospital—Six Hotly Contested
Events on Rough Track.**

Eugene Coggle, of New York City, is in a position to testify that the North Hudson Hospital, deserved of the benefit motorcycle meet which was held in its behalf, at the Guttenburg (N. J.) motordrome on Sunday last, 14th inst. He was taken there with a dent in his skull sustained previous to the start of the meet, when he lost control of his machine on the first turn, and went over the embankment on the outer edge of the track, and brought up against a high board fence. After having his injuries attended to, he insisted on going to his home, and at latest reports was progressing nicely.

Despite the worthy cause, the hospital did not fare very well from a financial standpoint, dark, threatening skies keeping the attendance down to about 500. Honors were pretty well distributed, John Bender, of Newark, being the only rider who won more than one race. He captured the 10 miles for private owners, and the 10 miles handicap, the latter being a runaway owing to his liberal allowance. Walter Goerke had an off day, and unusual to relate, did not win a race. Although he rode in fine style, a series of mishaps, combined to shut him out of first place each time he started. Owing to approaching darkness, the five miles for private owners, was called off, and the feature event, the 25 miles free-for-all was cut to 15 miles. Four started, Goerke, Chapple and Hart, on Indians, and W. H. Wray, R-S. Goerke lost nearly half a mile before he got going, which put him out of the running for first place; otherwise there undoubtedly would have been a fine three-cornered battle. The rivalry between Chapple and Wray manifested itself from the start, and they went to the front at once, and as they swung the turns several times as if tied together, the crowd became highly excited and many expected to see a spill. After five miles of this tobasco going, Wray died away and Chapple gradually drew ahead and won by a quarter of a mile. The time, 15:39½, shows that there was no loafing.

Through lack of starters the nine miles relay, three men to a team, was changed to a 10 miles, with two men on a team. Three teams started, Chapple and Goerke conceding 1 lap handicap to the others. In the first half, Chapple ran away from Buckingham and Talbot, and had made up half the lap when Goerke relieved him. It seemed all over but the shouting, but shortly afterward Goerke's machine went wrong on the backstretch, and the crowd yelled as Chapple hurriedly relieved him. Meanwhile Voelker was increasing his lead, and Chapple rode so desperately endeavoring

to catch him that he went down on the lower turn. It was a spectacular tumble, rider and machine making a complete somersault. When he fell, his feet got tangled up in the front wheel, and the efforts of two policemen to rescue him while the engine was running wild was extremely ludicrous. He was only slightly bruised. Meanwhile Goerke had got going again, but it was too late, and Voelker won by a quarter mile Hart was second.

Edward Goerke, brother of the redoubtable Walter, won the five miles novice after a nip and tuck mill with A. A. Lane. The other two starters were lapped. Bender and Hart lapped the field in the 10 miles private owners, the former winning by a quarter mile. With 50 seconds handicap in the 10 miles handicap, Bender ran like a scared deer, and won by 30 yards. Goerke and Chapple followed in that order. The novelty race created endless amusement. The first time around the riders picked up flags, and continued for another lap, when they were stopped and were required to eat a piece of pie; then they made another circuit, stopped and drank a glass of soda, and then rode the last lap. Some got more pie to eat than others, and in some cases got it faster than their masticating apparatus could handle it. As a result they seemed for a time to be on the verge of strangulation. Others had the soda dashed in their faces, trying to drink it on the fly. Fred Voelker was the quickest at disposing of this "forced feed" and finished first in 5.04. He was a comical sight with his face set in a frame of blueberry pie, with a few white spots where the soda had struck later. Although having promised to help out in making the meet a success, the New Jersey Motorcycle Club again failed to keep its agreement, and whatever credit attaches to the affair chiefly belongs to M. E. Toepel, one of the old guard of the New York Motorcycle Club, who promoted and managed the meet. The summaries:

Five miles novice, 30.50 class, strictly stock machines—Won by Edward Goerke, Indian; second, A. A. Lane, M-M; third, J. A. McKeever, M-M. Time, 6:50¼.

Ten miles, private owners, 55.00 class—Won by John Bender, Indian; second, Frank Hart, Indian; third, A. Talbot, R-S. Time, 11:44½.

Ten miles, relay team race—Won by Fred Voelker, N. S. U., and J. Buckingham, Indian; second, Frank Hart, Indian, and A. Talbot, R-S; third, Walter Goerke and A. G. Chapple, Indians. Time, 12:30½.

Ten miles handicap, 55:00 class—Won by John Bender, Indian (50); second, Walter Goerke, Indian (scratch); third, A. G. Chapple, Indian (scratch). Time, 10:46¼.

Four miles novelty—Won by Fred Voelker, N. S. U.; second, Frank Hart, Indian; third, J. Buckingham, Indian. Time, 5:04.

Fifteen miles free-for-all—Won by A. G. Chapple, Indian; second, W. H. Wray, R-S; third, Walter Goerke, Indian. Time, 15:39½.

RUHL WINS CRESCENT'S HANDICAP

**Baltimore Cyclists in Twelve Miles Battle
—Welsh Awarded Time Honors—
The Order of Finish.**

Despite the fact that the course was several miles from the nearest car line, a large crowd saw John Ruhl, of the Carroll Cyclers, win the 12 miles handicap road race held by the Crescent Bicycle Club, at Baltimore, Md., Sunday last, November 14th.

Ruhl, together with W. W. Shaw, Louis J. Lenning and Frank Shallenberger, started with 4½ minutes handicap, and they apparently did not need such a generous allowance from the way the race resulted.

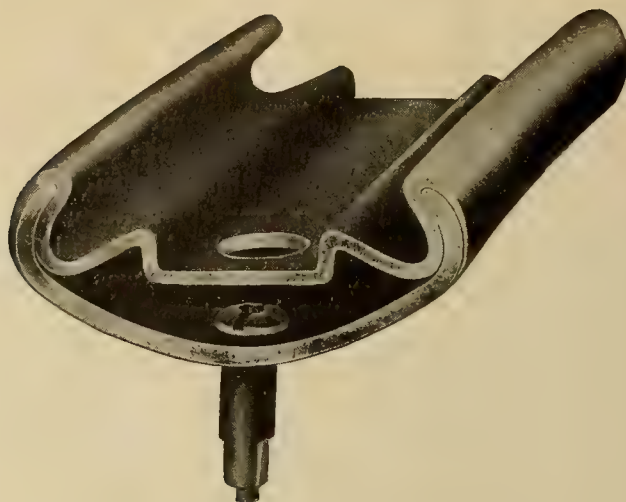
The time prize went to Frederick Welsh, of the Racycle Bicycle Club, who rode the distance of 12 miles from scratch in 33 minutes flat.

Second time prize went to Edgar R. Boehm, of the Lafayette Wheelmen, who lost to Welsh in the final sprint. Claude Briggs, of the Carroll Cycles got third time prize despite the handicap of a flat tire. Thomas S. Taylor, whom the Crescents depended upon to bring home the time prize, punctured in the first few miles. He finished the first lap of six miles on a flat tire and changed to another bicycle, ultimately finishing the race.

The road was in good condition and the race free from accidents. Some difficulty was experienced in obtaining a set of officials, the men who usually officiate being unable to reach the course. Those that finally were selected failed to record the times of any save the scratch men. A lot of Washington speed merchants appeared at the start, but they didn't like the marks allotted them and went back to the capital. The order of finish of the first 20 riders, their handicaps and clubs, was:

1, John Ruhl, 4½, Carroll Cyclers; 2, W. W. Shaw, 4½, Cyclone Wheelmen; 3, Louis J. Lenning, 4½, Highland Wheelmen; 4, Frank Sshallenberger, 4½, Carroll Cyclers; 5, Frederick M. Sanborn, 6, Crescent Bicycle Club; 6, Herman Kammenn, 6, Highland Wheelmen; 7, Frederick Marx, 7, Highland Wheelmen; 8, Charles Bremsteller, 7, Crescent Bicycle Club; 9, John W. Frazier, 7½, Crescent Bicycle Club; 10, John Wills, 5, Cyclone Wheelmen; 11, Joseph F. Sloan, 8, Crescent Bicycle Club; 12, Nicholas Heilman, 3½, Racycle Bicycle Club; 13, John W. Trost, 5½, Crescent Bicycle Club; 14, Frederick Welsh, scratch, Racycle Bicycle Club; 15, Edgar R. Boehm, scratch, Lafayette Wheelmen; 16, John T. Mangum, 8, Brooklyn Cycle Club; 17, J. Fred Huber, 5, Brooklyn Cycle Club; 18, Charles Mayer, 5, Carroll Cyclers; 19, Carroll Pearce, 7½, Crescent Bicycle Club; 20, C. H. Briggs, scratch, Carroll Cyclers.

Time prize winners—Frederick Welsh, 33:00; Edgar R. Boehm, 33:01; C. H. Briggs, 42:15; William H. Helfrich, 43:30.



Strongest—Safest—Most Satisfactory **Motorcycle Rim**

The Indianapolis G & J Double Clincher Motorcycle rim is by no means a new untried novelty or a mere theory. This rim has now been on the market for over four years and is today used more than any other style of Motorcycle rim made. It has proven so popular and so satisfactory under all conditions that we feel disposed to talk its merits to all prospective purchasers of new Motorcycles so that they may be sure to specify it.

Possesses More Strength **than the Single** **Clincher Rim**

The G & J Double Clincher Motorcycle rim is so constructed that it

possesses several times the strength of the old style single clincher one piece rim, without increasing the weight but a very little. This added strength alone has proven a great advantage. The rim does not bend or dent easily, and the strain on the spokes is less which prevents the wheel from getting out of alignment.

Ends of Spokes Cannot **Damage the Tire**

Another advantage in the construction of the G & J Double Clincher rim is the fact that the "nipples" or ends of the spokes do not interfere with the perfect seating of the tire in the channel of the rim. There is no possibility of their damaging the tire in any way.

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Be on the Safe Side—Get the Most for Your Money

All the leading Motorcycle manufacturers are using G & J Double

Clincher rims and tires as standard equipment and are supplying them without extra charge or delay in shipment. But to be sure that you get this combination we would suggest that you add it to your specifications when you place your order. Get all you can for your money.

Write for our new Catalogue

Our new catalogue not only illustrates and prices our complete line of G & J Motorcycle tires and accessories, but also contains photographs of the most prominent motorcycle racers and F. A. M. Endurance Riders. Send for this catalogue at once and read what these riders have to say. It will interest you if you are a motorcyclist enthusiast.

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All the leading Motorcycle manufacturers are using G & J Double

Clincher rims and tires as standard equipment and are supplying them without extra charge or delay in shipment. But to be sure that you get this combination we would suggest that you add it to your specifications when you place your order. Get all you can for your money.

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MEMORIAL FUND MOUNTS HIGHER

One Dollar Subscriptions Begin to Arrive,
First One from England—Kirk Munroe
Also has "Grateful Memories."

The week's subscriptions to the Bicycling World's fund for the erection of a memorial to the late Col. Albert A. Pope, which swell the total to \$1,964.60, are rendered notable by the inclusion of two subscriptions of \$1 each, the first of the sort. They represent an amount which has been overdue and should serve to attract like sums and give to the project that popular trend which is desired.

One of the dollar bills comes from Harry W. Turner, of Manchester, England; the other from E. G. Robertson, of Baltimore, Md. Mr. Turner is one of the real old-timers. Although now in business abroad, he is a former resident of Chelsea, Mass., and still retains his L. A. W. membership, which is No. 260.

"I bought my very first 'good old ordinary' from Col. Pope when he was located in the loft on Summer street, Boston, before the days of ball bearings, and I can testify," writes Mr. Turner, "to his generous treatment when I was earning but \$9 per week. I well remember, too, his liberality in connection with the furtherance of good roads."

Mr. Robertson encloses his dollar "with great pleasure," and thinks "the spirit in which the work has been undertaken deserves high praise and esteem." He adds, also: "The reading of the Bicycling World has given me an abundance of instruction and entertainment; it appears to be getting better all the while."

C. L. Barr, secretary of the St. Louis Cycling Club, which has set an example which other organizations may follow with honor to themselves, writes that in addition to the \$5 the club so promptly subscribed, \$34 has been raised by popular subscription, which will be added to the fund when the amount shall have been increased to \$50.

Perhaps the most notable subscription of the week is one of \$5 from Kirk Munroe, of Cocoanut Grove, Fla.—a name which means nothing to the present generation of cyclists, but which will cause recollections to stir in the "old guard," of which Mr. Munroe was one of the first leaders. Then captain of the New York Bicycle Club, he was one of those who signed the call for the organization of the L. A. W. in 1880. He acted as temporary chairman of the meeting and was elected "commander," an office akin to captain. Mr. Munroe, who still retains L. A. W. membership No. 1, forwards his subscription "with grateful memories of Col. Pope," and "only wishes that he could send ten times as much."

Three other old timers also added their names to the list during the week, viz.: Ralph Temple, of Chicago, Joseph Good-

man of Hartford, and Dai H. Lewis, of Buffalo. Mr. Temple, now a considerable figure in the automobile trade in Chicago, was in the middle '80's one of the fastest men that ever had straddled a bicycle and ranked with the champions of that period.

The Pope company's headquarters fund was further increased by Otto Gunderschwager, a Pope traveler, who added \$5.

The list now stands as follows:

Bicycling World Co., New York....	\$100.00
John S. Leng's Son & Co., New York	25.00
Will R. Pitman, New York.....	5.00
St. Louis Cycling Club, St. Louis, Mo.	5.00
R. F. Kelsey, New York.....	10.00
R. G. Betts, New York.....	20.00
J. J. O'Connor, New York.....	2.00
A. C. Church, Englewood, N. J.....	5.00
Miss F. A. Clark, Hartford, Conn....	2.00
F. B. Widmayer, New York.....	5.00
Elliott Mason, Westfield, N. J.....	10.00
Consolidated Motorcyclists, Inc., Keene, N. H.	10.00
Original employes of Hartford Rubber Works Co., per E. H. Brandt..	117.00
Present employes of Hartford Rubber Works Co.	12.00
Persons Mfg. Co., Worcester, Mass.	100.00
F. P. Prial, New York.....	10.00
James Joyce, New York.....	25.00
W. J. Morgan, New York.....	5.00
Amos Shirley, New York.....	10.00
Eclipse Machine Co., Elmira, N. Y..	10.00
R. D. Garden, New York.....	25.00
D. J. Post, Hartford, Conn.....	25.00
L. M. Wainwright, Indianapolis....	25.00
John C. Wetmore, New York.....	10.00
Emil Grossman, New York.....	10.00
Hearsey-Willis Co., Indianapolis....	10.00
F. A. Baker & Co., New York.....	10.00
B. F. Goodrich Co., Akron, O.....	25.00
John S. Prince, Springfield, Mass....	5.00
W. H. Crosby, Buffalo, N. Y.	10.00
Great Western Mfg. Co., Laporte, Ind.	5.00
Henry Goodman, New York.....	5.00
James E. Sullivan, New York.....	10.00
Motorcycle Pub. Co., New York....	10.00
A. J. Musselman, Chicago.....	5.00
F. J. Wagner, New York.....	10.00
Burley B. Ayres, Chicago.....	5.00
Diamond Rubber Co., Akron, O.	25.00
G & J Tire Co., Indianapolis.....	25.00
Robert Bruce, Clinton, N. Y.....	5.00
Officials, office employes and traveling men Pope Mfg. Co., Hartford.	383.00
Employes Pope Mfg. Co., Hartford factory	326.60
Continental Rubber Works, Erie, Pa.	25.00
A. G. Batchelder, New York.....	10.00
Hendee Mfg. Co., Springfield, Mass..	25.00
Alexander-Seewald Co., Atlanta, Ga.	10.00
Emblem Mfg. Co., Angola, N. Y.....	10.00
C. T. Kilbourne, New York.....	5.00
New Departure Mfg. Co., Bristol, Conn.	100.00
Theodore F. Merseles, New York ...	25.00
A. D. Peck, Boston, Mass.....	5.00
W. D. Wilmot, Fall River, Mass.....	10.00
Century Road Club of America.....	10.00
Fred E. Mommer, New York.....	5.00
John H. Valentine, New York.....	10.00
Walthour & Hood, Atlanta, Ga.....	10.00
Badger Brass Mfg. Co., Kenosha, Wis.	10.00
A. L. Garford, Elyria, Ohio.....	100.00
Frederick G. Bourne, New York....	10.00
Fisk Rubber Co., Chicopee Falls, Mass.	25.00
The Standard Co., Torrington, Conn.	25.00
E. G. Robertson, Baltimore, Md....	1.00
Harry W. Turner, Manchester, Eng.	1.00
Kirk Munroe, Cocoanut Grove, Fla..	5.00
Joseph Goodman, Hartford, Conn..	25.00
Ralph Temple, Chicago.....	10.00
Dai H. Lewis, Buffalo, N. Y.....	10.00

FAST GOING IN ENDURANCE CONTEST

Californians Engage in an All-Night Affair
and Maintain a Merry Clip—Six Earn
Perfect Scores.

Six riders earned perfect scores in the second annual 18 hours endurance run promoted by the San Francisco Motorcycle Club, held between the hours of 10 p. m., November 6, and 4 o'clock the following afternoon. The perfect scorers and their machines were: E. Young, Merkel; A. Chelini, Thor; John Ruggerio, Excelsior; P. L. Peterson, E. N. Moore and F. E. Karslake, all on Curtiss machines.

The contest took place over a triangular course measuring 42.8 miles, and it extended from San Leandro through San Lorenzo, Warm Springs, Mission San Jose, Niles and Hayward.

In addition to finishing with perfect scores Young and Karslake made new records for the course. In one lap of 42.8 miles Young and Karslake finished together in 1 hour 19 minutes, while Young completed his last lap in 1 hour 20 minutes, which suggests that the legal speed limit did not cause much inconvenience. The riders were allowed two hours for each lap. The total distance covered was 385.2 miles.

Six riders were compelled to abandon the contest through various troubles, the withdrawals being T. Obernessner, Thor; L. Eike, R-S; W. E. Leach, Indian; J. C. Snook, Curtiss; M. J. Kresteller, Thor, and Robert Howden, Curtiss.

One accident marred the contest. At 3 o'clock Sunday morning, while attempting to make a turn in the road below San Leandro, Victor Rockman, riding an Excelsior, crashed into the rear of a buggy in the darkness, and was thrown into a ditch by the roadside. The force of the collision frightened the horse, who broke from control and skeedaddled over the fields. Rockman was uninjured and made a search for the rig, but could find no trace of it.

First Motorcycle Club in Oklahoma.

Oklahoma is coming on! Its first motorcycle club—the Oklahoma Motorcycle Club—has been organized in Oklahoma City, with a charter membership of 25 and these officers: P. V. Steddon, president; O. L. Boyington, vice-president, and A. E. Van Nest, secretary-treasurer. The club has applied for affiliated membership in the F. A. M., and otherwise promises to be of the right sort. "We are in a good city, in a good state, and intend to have a good club," are the words of Secretary Van Nest, which reflects its spirit.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

KLEBES CLEANS UP AT ATLANTA

Philadelphian Rounds Out the Week by Capturing the Concluding Event—Finishes "All by His Lonesome."

There was only one motorcycle race at the Atlanta (Ga.) Automobile Speedway meet on the closing day, Saturday last, 13th inst., and as only one rider finished, it naturally follows that it was not a very interesting event.

In fact the motorcycle part of the program of the five days meet on the two miles specially constructed speedway was not as

upon that irregular shaped mile course by racing automobiles of 100 horsepower and over.

Indoor Sport Begins in Brooklyn.

Indoor racing was ushered in at the Thirtieth Regiment armory, Brooklyn, Saturday night last, 13th inst., and as usual the bicycle races furnished the most excitement of any of the various athletic events forming the program. The two miles handicap had the spectators on their feet from start to finish and Walter Raleigh and Mohrman rode Owen Devine, one of last year's flat floor cracks, off his feet. Raleigh won from 25 yards in 5 minutes. Mohrman had 35 yards, while Devine start-



HARRY KLEBES WHO SURPRISED THE TALENT AT ATLANTA

successful as it had been expected would prove the case. While fast for automobiles, the surface was rough for the small two wheeled machines and while good time was made in the events, the records do not compare with those made upon board tracks. Klebes's fastest time for 10 miles was 8 minutes 47.17 seconds, made on Friday last, 12th inst.

The particular bright star of the meet was Harry J. Klebes, a young Philadelphian, who has within a year jumped to the front ranks of racing motorcyclists with remarkable celerity. At the Atlanta meet Klebes won every event in which he started, the last race of the meet, the four miles event on Saturday, being won by him in 3 minutes 32.19 seconds. There were two other contestants in the race, mounted upon the same make of machine as Klebes, but they did not finish.

Although Klebes began riding only last year he has developed into one of the "finds" of the racing field. Excepting his "cleanup" at the Atlanta Automobile Speedway Klebes's most notable achievement consisted in last month covering a mile on the Point Breeze course at Philadelphia in 59½, breaking the track record that had stood for two years by 1¾ seconds, and eclipsing the fastest time ever made

ed from scratch. After the race William Scheymer, one of the riders, was attacked by his trainer, who was incensed because his charge did not win. The rubber was ejected into the street. Raleigh also won the mile handicap from 10 yards, with Devine second and Mahrman third, the time being 2:25¼. Devine was again on scratch.

Two More Clubs Vote for Affiliation.

While thoroughly organizing each state in his domain, C. C. Wilber, presiding vice-president of the F. A. M. Eastern District, is also bent on strengthening them. To that end in connection with the state commissioners he is whooping up the affiliated club membership scheme. As a result, the Providence Motorcycle Club and the Worcester Motorcycle Club both have voted to affiliate and a half dozen other clubs are being "lined up."

Motorcycles in Fort Lee Hill Climb.

Two events for motorcycles, one for singles, the other for multiple engines, are on the card for the Edgewood (N. J.) Automobile Association's hill climb on the resurfaced Fort Lee hill, on Thanksgiving Day. The course which is located on the Palisades, across the river from New York City, is one mile long, with several bad turns.

BUFFALO'S 24 HOURS A BIG EVENT

Mayor-Elect Among the Spectators and Congratulates the Victor—Clarke Sprint Wins for His Team.

	Miles.	Laps.
1 A. J. Clarke-Fred Hill	469	4
2 N. M. Anderson-C. Vanoni....	469	4
3 Walter De Mara-S. Williams..	469	4
4 Ernest Pye-P. Hehir	469	4
5 Fred West-P. Drobach	469	4
6 Fred Jones-Frank Galvin	469	4
7 W. L. Mitten-P. Lawrence....	469	4
8 J. Hunter-B. Hill	449	8

In one of the greatest finishes that Buffalo, N. Y., has ever witnessed to a bicycle race, for the very simple reason that for many years nothing more exciting than armory races have taken place there, A. J. "Rocket" Clarke won for his team the 24 hours race that finished in the 74th Regiment armory at 10.30 o'clock Saturday night last, November 13th.

Norman M. Anderson, of Denmark, was second in the final sprint, one length behind Clarke; Walter De Mara, of San Francisco, finished third, two lengths away, and Ernest A. Pye, of Australia, a fellow countryman of the winner, was fourth. Fred West, of San Francisco, and Fred W. Jones, of Passaic, N. J., were far behind the leaders when the gun was fired for the finish.

As was natural, the finish was the most sensational period of the entire race, and from the time the scorers' pistol popped at 10.24 o'clock until the orange-jerseyed Australian flashed like a streak across the tape a few seconds past 10.26 p. m., the crowd of 5,000 people that surrounded the partially banked track whooped and hurrahed to the fullest extent of their vocal capacity just like any Madison Square Garden crowd.

A tense feeling of expectancy came over the crowd as the riders selected to make the final sprint came upon the track to relieve their partners. Clarke, Anderson, De Mara, Pye, West, Jones and Mitten were the riders chosen, only one team having been lapped up to that time.

No one seemed willing to set the pace at first, but finally De Mara went out, with Anderson on his wheel and Clarke in third position. One, two three, four laps went by, and five remained to be covered. In the fifth lap Anderson went around De Mara, taking Clarke with him. With only three laps to be covered Mitten, at the rear of the procession, tumbled on the Vermont avenue turn, but was dragged away from the danger zone before the field came around.

Anderson cut loose at two laps to go, but he did not have a chance against Clarke. The latter trailed until one-half lap to go, when he advanced alongside the Dane and kicked once or twice to win. A roar of approval greeted the victory of the little Australian and he was cheered tumultuously as he circled the track once or twice slow-

ing down. Another volume of noise filled the hall when Anderson reached over his wheel and extended the hand of the loser to his conquerer.

Flushed with victory Clarke halted a moment at the tape and was congratulated by his admirers, among the first to shake his hand being Mayor-elect Louis P. Fuhrman.

The ceremonies attending the start of the race Friday night had a very Madisonesque aspect. The entire field of 16 riders lined up at the tape and as the 74th Regiment's very crackest bugler sounded "Attention!" the announcer named the teams, and sent them on an introductory lap. Saxon Williams, the only Buffalo rider in the lineup, naturally was greeted with a burst of patriotic applause, while Jack Clarke, whose prowess is known even in Buffalo, ran a close second in the affections of the spectators.

The following teams started:

Bush-Bean team—A. J. Clarke, Australia, and Fred Hill, Boston.

Buffalo team—Walter De Mara, San Francisco, and Saxon Williams, Buffalo.

Iowa-California team—W. L. Mitten, Devenport, Iowa, and Percy Lawrence, San Francisco.

East-West team—Peter J. Drobach, South Boston, and Fred A. West, San Francisco.

Australian team—Ernest A. Pye, Australia, and Patrick Hehir, Australia.

Connecticut team—J. Frank Galvin, New Milford, Conn., and Fred Jones, Passaic, N. J.

European team—Norman M. Anderson, Denmark, and Charles Vanoni, Italy.

Skeeter team—James Hunter, Newark, N. J., and Benjamin Franklin Hill, Newark.

When they got the word finally, but eight riders remained upon the track—Jones, De Mara, Hill, West, Mitten, Hehir, Hunter and Anderson. The first mile was covered in 2:35, and the pace for the first hour was even, the score at that time being 23 miles 5 laps. The track measured 9 laps to the mile.

The early hours of the race were brim full of excitement, punctuated by numerous falls, as the Bicycling World had predicted would be the case. Absorbent cotton, bandage and zinc ointment were articles much in demand. One of the most spectacular spills occurred at 2.15 a. m., when Vanoni, who was leading, slipped and fell. In the swerve to avoid him, the remaining seven riders were jumbled in a kicking, struggling, sliding mass at the Connecticut street end of the track. De Mara was the most bruised and scraped of the lot, but not all the others escaped without some scars to show for the mishap.

Although there were numerous sprints throughout the day none of the teams lost laps, except Ben Hill and Jimmy Hunter. When they lost a lap in the early evening Hunter and Hill deemed retirement sensible and quit.

During the 24 hours the teams covered 469 miles 4 laps. The record for this time is 514 miles 2 laps, made by Anderson and

Vanoni, in last year's New York six days race. At no time were any of the records in danger as the track would not permit of phenomenal speed, even had the riders desired to "hit it up." Following is the mileage for each hour:

	Mi.	L.		Mi.	L.
1 hour	23	5	13 hours.....	265	0
2 hours.....	45	8	14 hours.....	285	5
3 hours.....	67	3	15 hours.....	303	4
4 hours.....	88	5	16 hours.....	321	4
5 hours.....	108	5	17 hours.....	340	0
6 hours.....	128	3	18 hours.....	351	0
7 hours.....	148	2	19 hours.....	378	7
8 hours.....	169	2	20 hours.....	397	1
9 hours.....	188	6	21 hours.....	415	0
10 hours.....	207	0	22 hours.....	434	0
11 hours.....	226	0	23 hours.....	452	4
12 hours.....	245	7	24 hours.....	469	4

As a preliminary to the 24 hours contest two short distance events were run, the surprise of the evening coming when Walter De Mara defeated A. J. Clarke in the final heat of the half mile open. In the mile handicap Clarke qualified from scratch in his heat, but found the going too strenuous in the final heat. Charles Vanoni won the mile handicap.

One half mile open—First heat won by Fred Jones; second, Walter De Mara; third, Fred West. Time, 1:08½. Second heat won by A. J. Clarke; second, James Hunter; third, Fred West. Time, 1:07. Third heat won by Peter Drobach; second, Saxon Williams; third, P. O. Hehir. Time, 1:08½. Final heat won by Walter De Mara, San Francisco; second, A. J. Clarke, Australia; third, Peter Drobach, South Boston. Time, 1:07½.

One mile handicap—First heat won by A. J. Clarke (scratch); second, Saxon Williams (75); third, Fred Jones (100). Time, 2:11. Second heat won by Charles Vanoni (75); second, Ben Hill (125); third, Fred West (35). Time, 2:07½. Third heat won by Peter Drobach (65); second, Percy Lawrence (75); third, J. Frank Galvin, (125). Time, 2:06½. Final heat won by Charles Vanoni, Italy; second, Peter Drobach, South Boston; third, Saxon Williams, Buffalo. Time, 2:06½.

Rutt Wins a Long Delayed Race.

After many set backs because of unfavorable weather, not to mention a strike of the riders earlier in the season, the annual Grand Prix of the Union Velocipedique de France was decided at the Velodrome Buffalo, Paris, Sunday, November 7th, when an estimated crowd of 8,000 saw Walter Rutt score a brilliant victory. He defeated Victor Dupre, the world's sprint champion, and Thorwald Ellegaard, former world's champion, in the final heat of the classic contest.

Six trial heats eliminated all the numerous contestants except Delage, Ellegaard, Hourlier, Rutt, Devoissoux and Dupre, although the three repechage heats gave Schilling, Dupuy and Ludovic a chance to start in the semi-final heat.

The first semi-final heat resulted in an easy win for Ellegaard over Delage and Devoissoux, and the second assured Dupre

a place in the final, Schilling and Ludovic being shut out. The third semi-final heat was the most exciting, as Rutt, Hourlier and Dupuy came across in a blanket finish in the order named.

In the final heat Ellegaard led the first lap, giving way to Dupre in the second, who in turn gave the premier position to Rutt in the third lap. The final fight was blood-warming. Rutt unwound so fast that the other two could not pass and he won by a half length, Ellegaard and Dupre riding a dead heat for second. Schilling won the race for second men in the semi-finals, and Dupuy defeated Devoissoux and Ludovic in the heat for third finishers.

Americans Engaged for German Grind.

America will be well represented by at least three if not more riders in the forthcoming second annual international six days race to be held in Berlin the week of December 27th to January 2d. Floyd A. Macfarland and James A. Moran, who won the race last March, have been re-engaged, and Robert J. Walthour has signed to team with John Stol, the Holland crack. Nat Butler at the present time is expecting to ride, as he is a great favorite in Germany. He has not as yet secured a partner, but it is understood that Joe Fogler will ride with him, if he can make suitable arrangements with the German promoters. So far seven teams have been announced by the management, those in addition to Macfarland and Moran and Walthour and Stol being Berthet and Brocco, Ellegaard and Bader, Leon Georget and Schilling, Contentet and Stellbrink, and Bettinger and Otto Meyer.

Long Markers Win Empire Handicaps.

Riding with an allowance of two minutes, John Becht won the November "cork" race of the Empire City Wheelmen of Brooklyn, N. Y., last Sunday, 14th inst. Patrick Demans and Edwin Goerke, from the same mark, were second and third. Ericson, Raleigh and Fisher started from scratch but found the handicaps too much and retired at 10 miles. In the other race, a ten miles handicap, the 3:30 markers had everything their own way, Thomas Murphy, Henry Murphy, Santos Benichasa, Charles Frommeyer and T. Given, all on this mark, finishing in the order named. The same scratch men started as in the first race, except that Joe Fogler, the professional, took a work-out with them. In the final sprint between the scratch men Fogler, of course, got home first, Ericson finishing second by one-half length. The 10 miles were covered in 25:17.

Houston to Have a Road Race.

Houston, Texas, will have a 25 miles bicycle road race on Thanksgiving Day, Thursday next, March Culmore, of that city, having announced that he will promote a contest of the sort. The prize list has not been announced, but it will be topped by a \$65 bicycle.

PARENT TO APPEAR AT THE GARDEN

French Pace Follower Matched with Walthour—Moran May Withdraw From Six Days Grind—Foreigners Sail.

American bicycle "fans," that is to say, those who are in New York City Saturday night, December 4th, will have an opportunity of seeing in action one of the greatest pace followers of world's repute. He is Charles Parent, the Frenchman, who won the world's 100 kilometers championship at Copenhagen last August, who has been engaged to meet Robert J. Walthour in a match to be held in Madison Square Garden that night, the occasion being the race meet preliminary to the 17th annual six days race, which will start five minutes after midnight Sunday, December 5th.

It is more than likely that Walthour will be able to take the champion's measure for the former is very much at home upon the Garden saucer, while Parent has never ridden upon a track as small as ten laps to the mile. In the world's championship race—which Parent won, Darragon finished second and Nat Butler was third—Walthour was one of the starters, but withdrew before the finish.

It is not known at this time who will be selected to meet A. J. Clarke in a sprint match, but he will have a worthy foe. The other events at the "curtain raising" meet will be the usual 10 miles international scratch for professionals, and a half mile handicap and quarter mile scratch for amateurs.

That the field in the six days grind will be a notable one, there is no doubt. There are sufficient American teams to guarantee a slashing contest, and they have been selected carefully.

The promoters of the classic race still do not yet feel disposed to divulge the composition of the foreign teams, but as the riders all sail from France this week, it will not remain a secret much longer.

The Italian team will not be Carapezzi and Brocco, as had been stated, for L'Auto, of Paris, announces authoritatively that Cunilio will be Carapezzi's stable mate. Carapezzi is a well known track rider, while Cunilio equally is well known for his prowess on the road. Carapezzi was entered in the Berlin six days race last March but was rendered hors de combat by a fall the day before the start. Both are new men in the grind.

There was a rumor afloat this week to the effect that James F. Moran, who, with Floyd A. Macfarland, won last year's race, will not ride with A. J. Clarke, as had been announced. The gossips have it that Moran and P. T. Powers, the promoter, could not reach a financial agreement, and that Moran has declined to compete at all. The report could be neither affirmed nor denied. If Moran does not ride it is probable

that Macfarland may take a chance with his weak arm and pair with his young protege, Clarke.

Rain Stops Indianians' Match Race.

Rain stopped in the 27th mile what was intended to have been a 100 miles motorcycle match race between Edwin G. Baker and John Sink, at Noblesville, Ind., Sunday last, 14th inst. The race started at 2.30 p. m., and at 19 miles Baker had three-quarters of a lap lead on Sink. The rain had begun to fall a few minutes before and in the 20th mile Baker skidded on a slippery turn and tobogganed several yards in the mud. By the time he got going again Sink had gained five laps. When he came a cropper a few minutes later it was deemed the better part of wisdom to postpone the contest.

Cunilio Comes with Fresh Honors.

With only one-half wheel separating them at the tape Cunilio and Trousselier finished first and second, respectively, in the fifth annual Tour of Lombardy, a 210 kilometers contest that is regarded as the most important road race occurring annually in Italy. The race occurred November 7th. Octave Lapize was third. Cunilio's time for the distance of 130½ miles was 6 hours 17 minutes. The race is of local interest from the fact that the winner will be one of the Italian representatives in the forthcoming six days grind.

Legal Light that is not Illuminating.

One of the English courts recently rendered a decision that has caused cyclists and others not possessed of judicial minds to sit up and gasp. The wise and learned magistrate imposed a double fine on a woman who was riding an unlighted tricycle in company with a number of riders whose lamps were aglow, remarking as he imposed the fine that such circumstances increased the gravity of the offense. The British papers since have been trying to discover how it was figured.

De Bruyn Proves Best Hill Climber.

John De Bruyn, the former Flemish road crack, won the Century Road Club of America's closed hill climbing contest at Manhasset, L. I., Sunday last, 14th inst. The course used was about three-quarters of a mile in length and De Bruyn climbed the steep gradient in 2 minutes 51½ seconds. R. Westervelt was second, Charles Hausenbauer third, W. McMahon fourth and William Kirchner fifth.

American Machine Scores in Scotland.

D. S. Baddely, riding a 5 horsepower Indian, made a clean sweep at the hill climb of the Glasgow University Motor Club, held on the Peesweep hill, Gleniffer Braes, Paisley, Scotland, November 6th. Although the hill had two greasy patches Baddely's time exceeded 42 miles per hour. He won both the twin cylinder class and the free-for-all, defeating a field of six competitors.

AUSTRALIA'S STUPENDUOUS RACE

From Field of 548 Entries, Knagg Captures 165 Miles Contest Promoted by Dunlop—Munroe's Notable Ride.

Without doubt the 13th annual Dunlop road race held in Australia, October 3d, the details of which have just been received, was not only the greatest road race ever held in the Antipodes, but was as stupendous as any contest ever held in any other part of the world.

Since 1904, when there were 203 entries, the importance of this race, which is organized by the Dunlop Rubber Co., has grown in magnitude. This year there were 548 entries—a high water mark in road racing.

The distance of the race was 165 miles, the course being from Warrnambool through Terang, Camperdown, Colac, Winchelsea, Geelong, Werribee to Melbourne.

The winner turned up in the person of W. E. Knaggs, of Brighton, who had a handicap of 41 minutes, the limit being one hour. Nearly 300 riders finished.

The most notable ride was made by I. R. Munroe, of Coburg, who from 3 minutes handicap, covered the course in the remarkable time of 7 hours 12 minutes 51 seconds, which is an average of 23 miles an hour. So far as is known this is the fastest time ever made in a road race of 100 miles or longer.

As in previous years the Dunlop company carried out all the arrangements, and with such a large field of riders the feeding and other arrangements cost the promoters \$2,500. At Camperdown, 43 miles from the start, each competitor received a food bag containing three oranges, three bananas, several pieces of celery, a quarter pound of chocolate and a quarter pound of raisins: Beef tea, egg flips, and other sustaining articles of food were distributed at other points. The total amount of food supplies dispensed during the race was as follows: 3,000 bananas, 3,000 oranges, 235 ballons milk, 180 pounds chocolate, 32 pounds bread, 12 pounds bovril, 77 bundles celery, 75 pounds sugar, 420 eggs, 100 pounds biscuit, 24 pounds cocoa, 120 pounds meat jelly. In the management of the race—checking and feeding—150 officials were required.

The race was remarkably free from accidents, in fact, the worst mishap being when one rider fell and sustained facial abrasions. Despite the immense field of contestants there were not more than a dozen spills, and none of them of serious consequence.

The winner, whose time was 7 hours 32 minutes 19 seconds, received a check for \$150 and a gold medal valued at \$30, while the time prize winner got only a bicycle and a blue ribbon, but which is emblematic of the Australasian road championship. The total value of the prizes awarded amounted to \$800.

HOW SHE CYCLED CHEAPLY ABROAD

Woman Traveler Relates Features of an Economical Trip—Bicycles Played an Important Part in the Tour.

"Three hundred dollars and four months in Europe—that is what I had and what I wanted to get out of it. When a woman has passed into her thirties without traveling a hundred miles away from her home town, while her friends have been in almost every quarter of the globe, you know how she feels."

The speaker was a woman from the Southwest, who, according to the New York Sun, stopped in New York the other day on her return from her eighth wheeling trip abroad.

"The question with me was whom to go with rather than where to go," she went on. "As I had never been abroad all countries were about equally attractive. The main point was to get some one who was willing to travel in the cheap way necessary to make my \$300 hold out for four months."

"That person when found proved to be the college chum of a friend I had known since my childhood. She declared that though we had never seen each other before she was sure we would get on charmingly for the simple reason that both of us wanted to go to Europe and neither was willing to be tied down to a personally conducted tour."

"It was in March that we met. Within half an hour we had decided to take a bicycle trip through Ireland with a three weeks stay in Paris as an ending. My new friend was anxious to go to Ireland, because she had been studying Gaelic. She offered to give me the benefit of her instruction and lend me all her books on the subject."

"My friend took her sketch box and I my camera and both of us took our wheels. The cost of our ocean voyage was reduced as far as possible by taking a round trip ticket on one of the slower steamship lines. We had practically all the comforts to be had on the faster and more expensive lines. The difference seems to be that whereas the expensive lines make the trip in a week's time and less the slower lines require ten days or more."

"I first set foot on foreign soil at Queens-town. After a two days stay here we began our tour first on our wheels, then in jaunting car. We also traveled by train when desirable. Everywhere we were received with the greatest friendliness, and in exchange for our stories and descriptions of America the peasants, old and young, told us the legends and folk tales of their country and sang for us quaint Gaelic songs. All through our trip in Ireland America was a word to conjure with. We had only to let our nationality be known to get what we wanted and often more."

"After spending a few days in Galway we pushed on into Connemara, where we spent two delightful weeks more than 20 miles away from the nearest railroad station. Here my friend's knowledge of Gaelic was convenient as English is almost an unknown tongue."

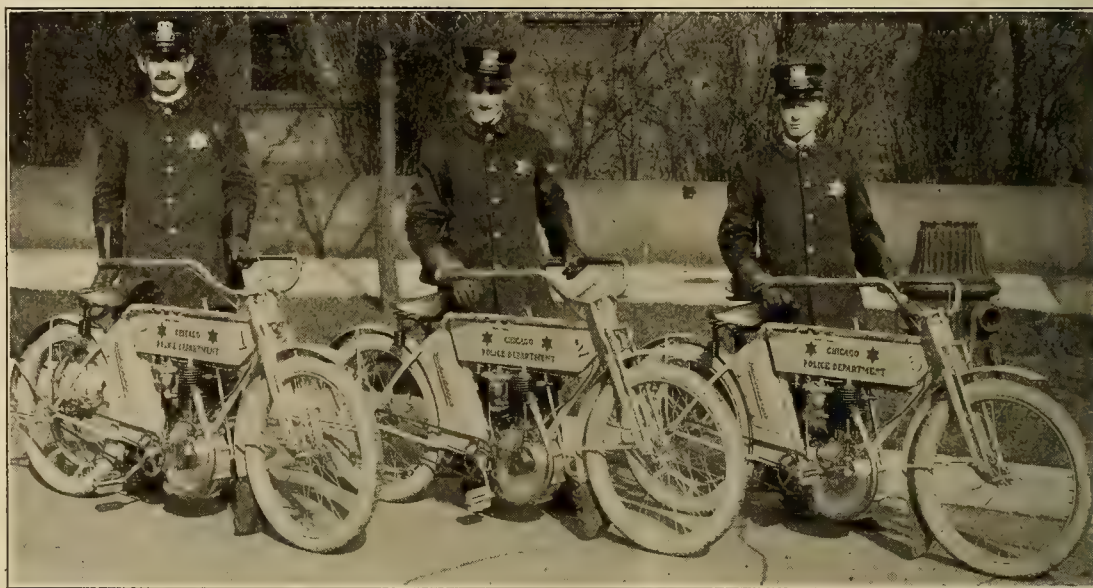
"Finally tearing ourselves away from the blue lochs and broken bogs, we turned our faces eastward toward Dublin. My friend had calculated our time in such a way that we arrived in the Irish capital just in time for the great national Gaelic festival. After a three weeks stay, every minute of which we both enjoyed, we left for London, where we had decided to spend the remaining three weeks of our time instead of going to Paris."

"When we landed back in our home town

"The roads in Ireland are so good that I only spent \$1.10 on bicycle repairs, while my friend got off with half as much. Wheeling is very popular in the Emerald Isle, and my friend and I attributed it to the general excellence of the roads. Though I have since taken several wheeling trips the roads in Ireland remain fresh in my mind as the best, all in all, I have ever cycled over."

"We found the first class railroad fares in both Ireland and England somewhat higher than in this country. Second class rates are about equal to fares in the United States and third class rates are considerably lower. After one experience first class we decided to try third class on our next trip by rail and it proved so comfortable and economical that during the remainder of our stay we never thought of

CHICAGO AT LAST BECOMES A MODERN CITY.



While the use of motorcycles for police service has become so common as no longer to excite remark, it is a peculiar fact that Chicago, almost alone of the big cities of the United States, so far has used neither bicycles nor motorcycles in its police department up to the time that the three Excelsior motorcycles shown in the accompanying illustration were put into official commission a few days ago. The machines therefor constitute Chicago's entry upon the more ad-

vanced methods of police work, and are to serve as the nucleus for whatever motorcycle squad is developed. That they have really been given an established place on the "force" is indicated not alone by the work that has been outlined for them, but also by the fact that they not only bear the name of the police department in conspicuous letters on the tank, but have four police "stars" as against the one which each policeman himself displays.

I had spent all but \$5 of my \$300 and had been away three days over four months. Our passage over and return had cost \$75. We both gave \$5 in tips aboard ship and paid \$5 more for the transportation of our wheels. Our hotel bills for the first six weeks touring came to \$45 each and never once did we have other than comfortable quarters among kindly people."

"Throughout our trip we found the village hotels and country inns more than fairly comfortable, well kept and inexpensive. We seldom paid more than \$5 a week for room and board. I mean for a room apiece, for only on one occasion were my friend and I forced to occupy the same room."

going any other way, but in no other country have I ever found third class travel so comfortable as it is in Ireland.

"Our railroad fares came to \$12 each. Our jaunting car trips cost another \$12 and our carriage hire and tram tickets cost \$4. Laundry cost us \$10. Fees to the servants amounted to \$4 each."

"In Dublin our hotel bill was \$7 a week, and in London, where we lived in lodgings and took our meals in the most convenient place, our living expenses amounted to \$10 a week, and really, now that I have had more experience, I consider that we were extravagant. I have since spent several weeks in London for \$8 a week and have been fully as comfortable."



Dealers Everywhere

find the Iver Johnson Truss Bridge frame a tremendous selling argument.

It means long life to the bicycle. A rigid frame preserves perfect alignments of all running parts. Saves wear and tear. Makes an easy running machine.

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IVER JOHNSON TRUSS BRIDGE BICYCLE



Send for 1910 Catalogue. It illustrates all the new Iver Johnson models and explains how in all details of structure the Iver Johnson Bicycle is far ahead of any other wheel on the market. Send for catalogue to-day.

Iver Johnson's Arms & Cycle Works

Factory and General Sales Office:

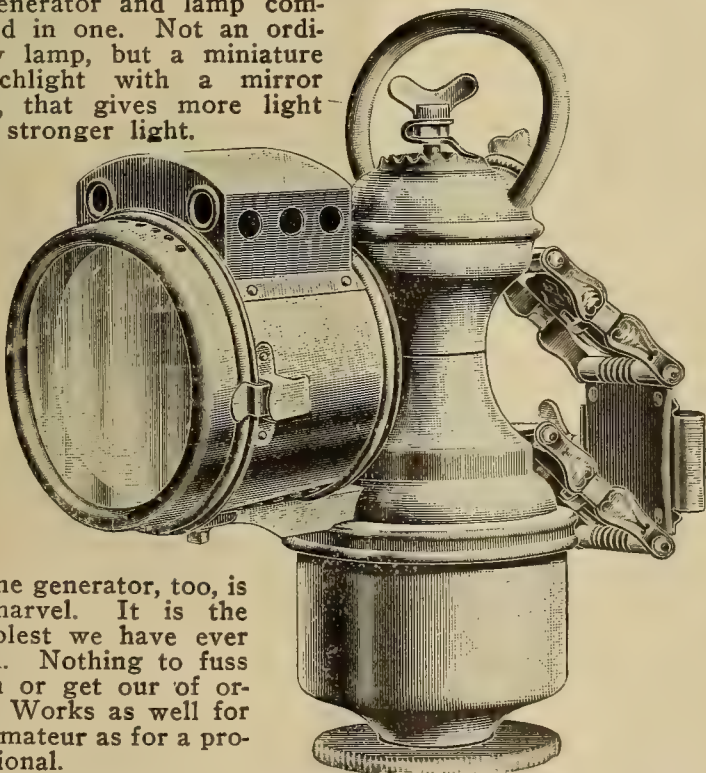
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IVER JOHNSON

Something New! Something Better!

Generator and lamp combined in one. Not an ordinary lamp, but a miniature searchlight with a mirror lens, that gives more light and stronger light.



The generator, too, is a marvel. It is the simplest we have ever seen. Nothing to fuss with or get out of order. Works as well for an amateur as for a professional.

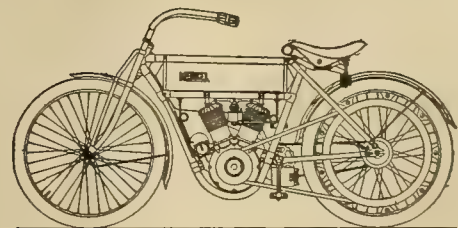
Lamp and generator are finished in nickel. Complete outfit weighs only 22 ounces. Generator is 7½ inches high. Lamp is 3 inches diameter. Socket on lamp will fit any bracket. Price complete, each, \$3.50.

THE MOTOR CAR EQUIPMENT CO., 55 Warren Street, New York

THE FLYING MERKEL

¶ What the Pullman is to railroad travel—the Flying Merkel is to the motor-cycling.

¶ The agent who's up to what's best will get the Merkel Catalog.



MERKEL-LIGHT MOTOR CO.

Pottstown, Pa.

Where Elephants Chase Cyclists.

Cycling in Rhodesia occasionally has the charm of adventure—if there is much charm in the excitement of the chase when the chased is the human rider, says the Rhodesia Herald.

A cyclist who was riding from Broken Hill to Ndala on the edge of a bush clearing almost ran into the hindquarters of a baby elephant—half a score hands high.

"Very likely I never got off my bike so quickly before, and I suppose both of us looked rather bamboozled. My new acquaintance gave me a long, doubtful look and, screaming, ran toward home or rather an old tusker and three cows browsing on the opposite end of the glade," he said in telling of his adventure.

"In wonderment I stood rooted to the spot. The wind was blowing toward me, and the bull, a magnificent monster, swung his trunk to and fro through the air to smell me out. It appears that elephants cannot see very far, besides, the sun was right against them. As soon as the now whimpering youngster arrived by his protector the fumbled with their trunks all over him to find out what was wrong, uttering the while a curious rumbling noise through the long nostril.

"By this time I thought it was time to return. In swinging my cycle around some dry twigs broke under me with sharp cracks. The puzzled bull stood for a moment motionless, with his huge ears ex-

tended like some topgallant sails; then, as he heard the chink of metal through my mounting the bike, the huge animal lurched forward with a grunt that rumbled as distant thunder down his big trunk.

"I waited no longer, but pedalled for dear life, and wonder even now now I dodged the many obstacles on the twelve-foot path.

"Behind me came a crashing of trees I did not look back, but put on, as it were, more steam, until, after a retreat of some four miles, hearing nothing more, I nearly came a neat cropper over an ancient tree stump.

"Still a trifle flurried, I dismounted, but except the sighing of the forest and the buzzing of tsetse flies there was no other sound. A few miles behind my carriers came bellowing along with their peculiar swinging gait. As I believed a yarn of those elephants might frighten them further, 'mum' was the word.

"However, I halted them on pretense of desiring to rest, and after an hour's delay we all started once more. My cycle enabled me to scout cautiously in advance, but as I expected the elephants had gone to some more sequestered sylvan retreat where they would be safe from cyclists, and nothing more was seen of them."

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

Wrote Hymns; Stole Motorcycles.

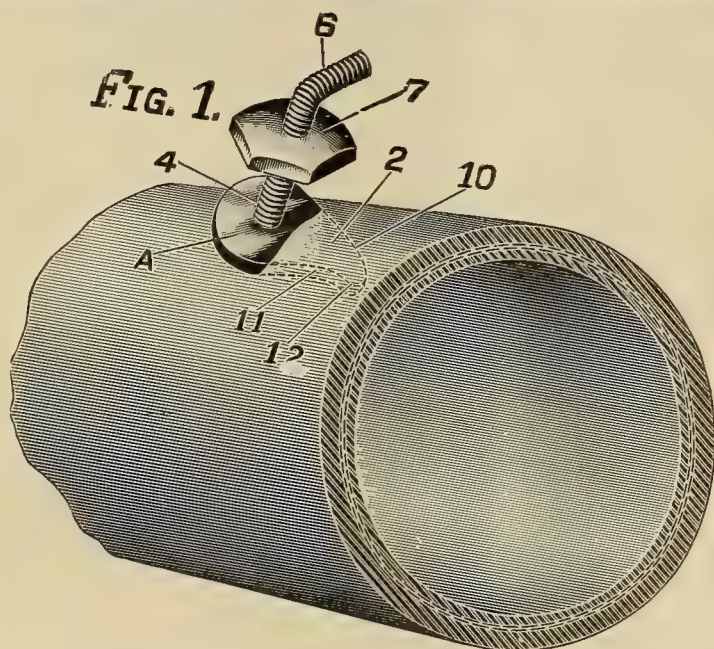
Writing sacred songs and stealing motorcycles might be regarded by most people as highly incompatible occupations, but Robert Perry, an active Sunday school worker of Los Angeles, Cal., has shown himself capable of doing both. Upon being arrested for the motorcycle theft, he confessed also to the stealing of seven horses in order to get money with which to gamble. His confession ended with a prayer, and his Sunday school associates have started a movement to bail him out.

Coasting Fatality in California.

A cycling accident of a sort which fortunately is now comparatively rare, caused the death of Charles Westcott, a wealthy carpenter and builder of San Mateo, Cal., on the 5th inst. While coasting rapidly down a hill on his machine he collided with a rider coming up the grade. He was hurled to the ground, sustaining a fracture of the skull, from which he died a few minutes later. The other rider received only minor injuries.

Motorcycle Club Reverses Old Order.

Reversing the old order of things, when motorcyclists were permitted to join bicycle clubs, the new South Bend Motorcycle Club, of South Bend, Ind., has decided to open its membership doors to bicyclists. The club figures that it will be considerably strengthened thereby.



The Harris Brass Plug

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Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or pleyer.

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154 Nassau Street New York City

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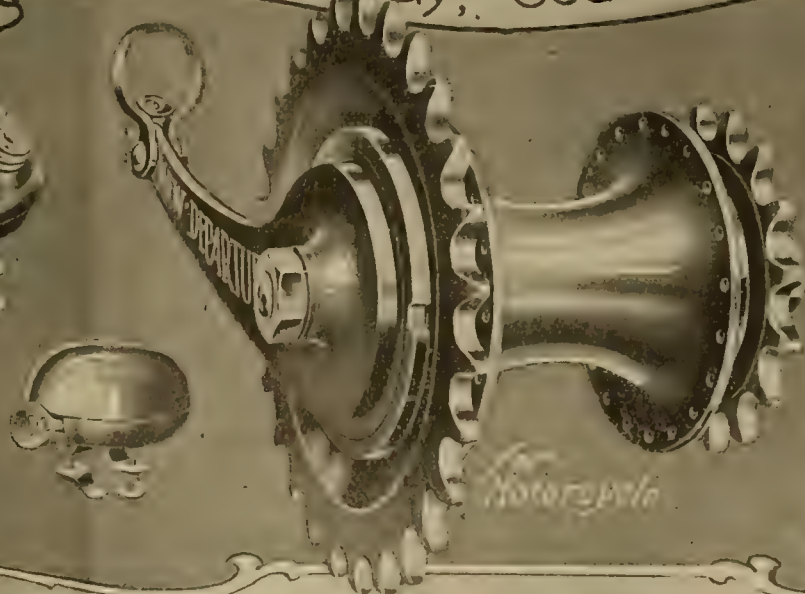
Bells

*New Departure Bells have
a tone thats all their own*

*New Departure Cyclometers
Tell the Tale when others fail*



*New Departure Coaster Brakes
Ride All Day, Coast Half Way*



No Higher in Price than other kinds, Much higher in Quality.
THE NEW DEPARTURE MFG. CO. BRISTOL, CONN.

Coaster Brake Licensors.

DEVICE FOR RECHARGING BATTERIES

Smallest Size Now Suitable for Motorcycles
—Lighting Current Made Suitable
for Storage Batteries.

One of the reasons why the accumulator or storage battery never has come into more general use for ignition purposes is owing to the difficulty of charging with the current such as commonly is supplied to dwellings and places of business for illuminating purposes. Recently, however, there has been introduced into the British market a device which rejoices in the name of the "Premier Ampero Rectifier," which promises a ready salvation for those who are inclined to claim the advantages of the lively spark which is furnished by the storage type of battery. Unlike systems which have preceded it and which were intended to fulfil the same general purpose on a larger scale, the arrangement in question is at once compact, light and simple, and requires neither mechanical nor electrical skill in order to operate it successfully.

The rectifier, of whatever type, is intended to commutate or, as its very name implies, "rectify" the fluctuations of an alternating current, yielding instead, a direct current suitable for battery charging purposes. The alternating current, such as is used most commonly for lighting purposes, cannot be used for this purpose without some sort of transformation because of its nature.

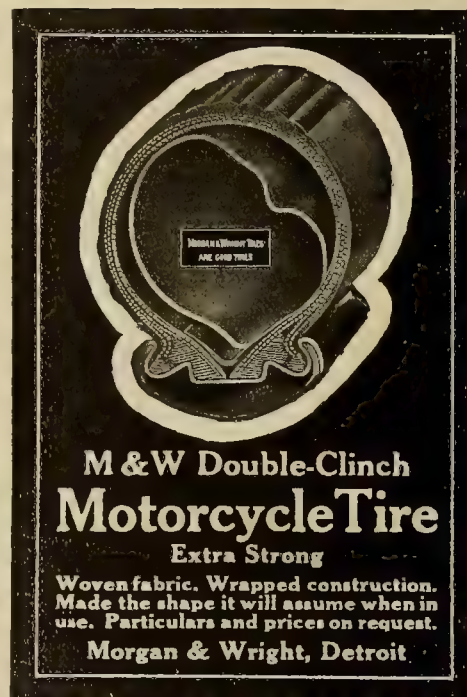
The Premier rectifier, which much resembles in outward form a rheostat such as is used for starting small electric motors, is enclosed in a grided rectangular box with a controlling switch and an electrical vibrator on top. In the smallest size at present made, it measures 9 by 6 by 6 inches, weighs about 20 pounds, and is calculated to deliver a current of 12 amperes strength at 20 volts pressure. Thus for charging motorcycle batteries some form of resistance would have to be used, although this feature would present no practical drawback.

Electrically the device consists of a series of windings or coils, mounted in the lower part of the casing. These windings correspond exactly to the vitals of an ordinary spark coil, except that their function is to change the intensity of the current from a higher to a lower voltage, instead of from a lower to a higher, as is the case with the spark generating device. This part of the apparatus is necessary because the ordinary lighting current is far too high both in strength and pressure to be used for the battery. The main purpose of the coil, or transformer, as it is called, therefore, is to reduce the current, as it were, to suitable dimensions for introduction to the battery.

The secondary portion of this coil, or that in which the current fed to the bat-

tery is induced, is made up in two sections. Connection with one of these is made to a small double magnet, similar in a general way to those employed on telegraph instruments, while from both of these coils wires are led to the vibrator mentioned above, which is in the form of a little rocking beam, pivoted in the middle. It is placed with its ends directly in front of the magnet and is free to rock back and forth. As it does so it alternately makes contact at two points which are connected to each of the secondary coil sections and to one of the terminals of the battery.

Considering that the current up to this point is alternating, it must be evident that



the opposite ends of the coil must become alternately positive and negative. This effect also is transmitted to the small magnet in front of the vibrator, and the result is that that member is rocked back and forth rapidly, its two ends being alternately attracted and repulsed as the direction of the current changes. The effect of this rocking motion is alternately to connect the two ends of the coil with the battery. In consequence instead of an alternating current, the battery receives a direct current in the form of intermittent pulsations, the return connection being made directly to the secondary coil.

The only other element in the device is a small double winding on the vibrator, which is supplied with direct current from the battery which is being charged. This is necessary in order to secure the response of the vibrator to the alternating impulses of the magnet. But it in no way interferes with the charging process as the amount of current used in this way is very small.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

CARBIDE THAT COMES IN CAKES

New Form Carries with It Some Desirable
Features—Entails Also a Simple
Design of Generator.

Practical and thorough elimination of all acetylene generator troubles is promised the cyclist and motorcyclist by the producers of "Carbic," a calcium carbide preparation which has just been introduced in England, and for which a number of novel claims are made. Not only is it represented as a highly condensed and resistant form of carbide, which therefore, is calculated to be less bulky to use and less wasteful under atmospheric conditions than the more common varieties of the salt, but it is hailed as the means of producing much cheaper gas lights than any other system.

As intended for use in a special form of generator, carbic is prepared in the form of cylindrical cakes, which are marketed in oiled paper packages, in which shape they are claimed to retain their form and "life" for an indefinite period. The commercial cake, weighing about 22 ounces, is capable of generating 5 cubic feet of gas. Not only it is waterproofed on the surface, but the waterproofing extends throughout the material to such an extent that the generation of the gas ceases almost immediately upon the cake being withdrawn from actual contact with water. Furthermore, the binding material, said to constitute only about 10 per cent. of the entire bulk of the cake, is so contrived that upon the carbide being slaked, it will crumble and fall away without direct abrasion being required, thus always leaving a fresh supply of carbide.

With these rather unusual properties combined in compact and solid form, the special form of generator necessary for the system is very simply contrived. It consists merely of a generating chamber, the bottom of which is flooded with water, through which the gas is compelled to pass in order to reach the outlet, and which in this way serves the double purpose of generating and cleansing the fuel. The carbide cake is held in a special cage under spring pressure, its lower end resting against the grate on the bottom of the cage, through which the lime and binding material falls to the bottom of the chamber as fast as the generating action takes place. Baffle plates prevent the water from splashing against the cake at the sides, while entirely to cut out the generator, it is possible to raise the cake clear of the water. Suitable cotton strainers are provided in the outlet for completing the purification of the gas, while an automatic feature is provided due to the fact that an excess of gas pressure will serve to drive down the water in the container, thus decreasing the amount in actual contact with the carbide. The system is being marketed by Messrs. C. C. Walker & Co., London, England.

Valuable Premiums WITH NEVERLEAK

The following is a partial list of the elegant and useful premiums which you can obtain in return for Neverleak Certificates. One Certificate is enclosed with each dozen four ounce tubes. Write for the complete list of premiums.

FOR FIFTEEN CERTIFICATES we will send you a genuine \$6.00 self-filling Conklin Fountain Pen; a large, massive, solid 14k gold pen and a beauty, which retails at \$6.00.

FOR TWENTY CERTIFICATES we will send you a 42 piece decorated china Dinner Set. The china is of fine quality and pure white. The decorations consist of graceful sprays of blue forget-me-nots and exquisite tracery from pure coin gold. The decorations are all hand work.

FOR THIRTY-THREE CERTIFICATES we will send you one fine solid Cowhide Leather Suit Case, 24 inches long. It has a steel frame, cloth lining, No. 17 Vienna handle and solid leather corners. A fine, substantial, high-grade Suit Case.

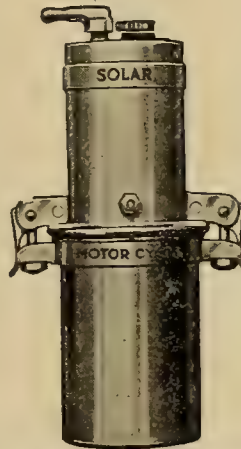
FOR FORTY-EIGHT CERTIFICATES we will send you a 20 year, gold-filled watch, with open face, No. 16 size, latest thin model, pendant setting and screw back. The movement is fully guaranteed New York Standard, 7 jewel, and is one that will give the very best of satisfaction.

Send Certificates direct to

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

Ride All Night If You Need To!

But see to it that your machine is fitted with the new SOLAR motorcycle lamp and generator. That is the one outfit that will make your night riding safe. Ask any rider who has one what he knows about the Solar. It's dollars to cents he can't be induced to use anything else. Do you feel the same way about your present equipment?



**THE BADGER BRASS
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Two Factories:

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It Is Impossible
to think of cycle saddles without
thinking of the



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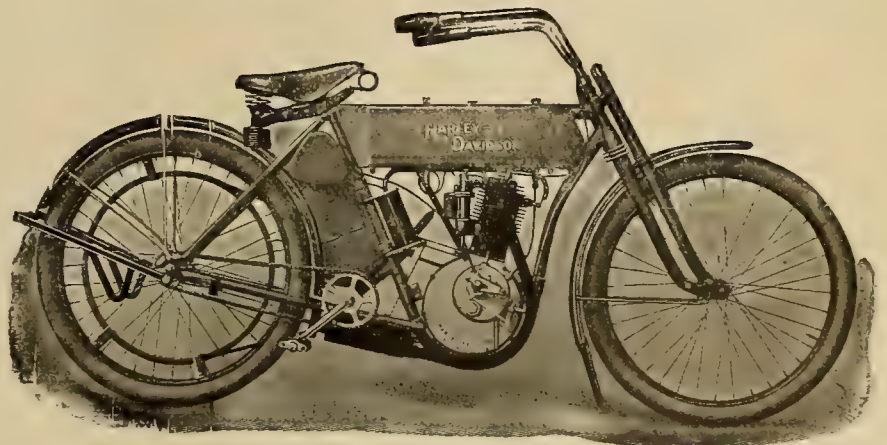


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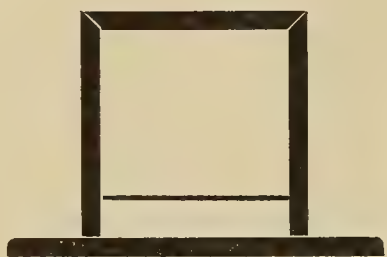
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There's a new motorcycle underneath—something entirely new.

It will prove a marvel to the motorcycling world.

It will supersede anything ever placed before the intending purchaser.

It will delight the eye of the veteran and please the most fastidious.

Agents!

Keep Your Eye Peeled

As the N. S. U. 3 Horsepower Twin Roadster surprised the experts and created an uncontrollable demand, so will this new model bound into public favor. *The pair* will make only part of the most perfect line of motorcycles ever offered.

Meanwhile Get Catalogue "B."

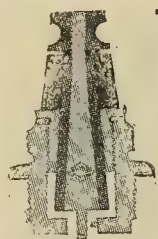
N. S. U. MOTOR COMPANY

206 W. 76th Street, New York

RECENT PATENTS.

925,085. Back Pedaling Coaster Brake. Frederick S. Ellett, Elmira, N. Y., assignor to Eclipse Machine Company, Elmira, N. Y. Filed May 1, 1908. Serial No. 430,400.

1. In a coaster brake, the combination with an axle, of a hub revolvably supported thereon, a rotary driver for the hub; a non-revoluble split brake ring within the hub, and normally disengaged therefrom; a lever longitudinally disposed within the hub, and entering between separated edges of said brake ring; an actuator, adapted to move longitudinally to engage and operate said lever; and co-operating means between the driver and actuator operated by the driver on back pedaling for moving said actuator longitudinally, substantially as shown and described.



THE SPLITDORF MOTORCYCLE PLUG

has no equal.
Ask any user.

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EXCELSIOR AUTO-CYCLE

A Story of Quality

THE EXCELSIOR AUTO-CYCLE

has taken prominent part in every big road and reliability test of the year and has

Made Good Every Time

¶ We can offer no better proof of quality than actual accomplishment, and in noting the remarkable record of the

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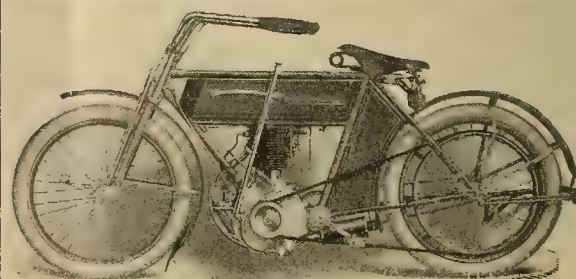
bear in mind that we built no special machines and that every EXCELSIOR winning has been made on a regular stock machine, identical in every detail with every EXCELSIOR AUTO-CYCLE delivered to the thousands of satisfied buyers.

¶ An examination will show you why.

Excelsior Supply Co.

(Established 1876)

233-237 Randolph Street
CHICAGO, ILLINOIS



Note the Big Advantages in Selling This Tire

The Pathfinder Non-Skid Extra Heavy Bicycle Tire—because it is so constructed that lasting repairs can be made easily—will *save* money for your customers. Therefore, it will *make more* money for you.

It will make your customers glad they bought from you, and not only will they come back to buy again, but they will send you new trade—be your best advertisement.

Study the construction, the remarkable *service* qualities in this tire. It will be worth your while.

Two extra layers of the closest woven Egyptian fabric possible and a special corrugation absolutely prevent skidding on even the most slippery asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made. Besides these points, note that

The Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire

is not made from "reclaimed" rubber from the junk pile, which we could get for 10c a pound, it is not made from "Borneo" or "Guayule." It is made from the best grade of Para

rubber, fresh from the trees—and as nearly pure as could be put in a bicycle tire to vulcanize properly. This rubber is expensive—but it gives the service to Goodyear Tires that inferior grades could not possibly give.

Notice that all the fabric in this tire is the special closely woven Egyptian. A strip one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

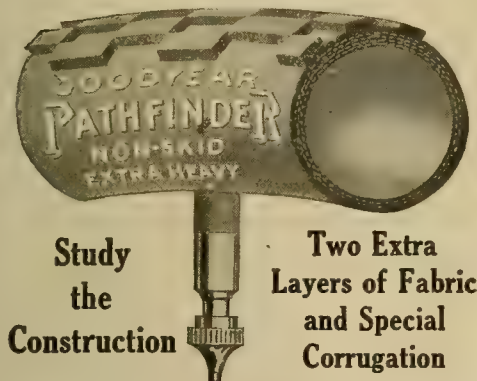
You never saw a cover more tough than that of the Pathfinder Non-Skid Extra Heavy. Yet the tire yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process,

which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, the Pathfinder Non-Skid Extra Heavy can be repaired by either plugs or vulcanization.

Why don't you join the more than 600 dealers—one to a town in all parts of the country—now doing a big business in Goodyear tires, and increase your own sales? If we aren't represented in your town, write us TODAY and see how much more money there is in it for you.

**There are
Over 600
Successful
Goodyear
Dealers**



Study
the
Construction

Two Extra
Layers of Fabric
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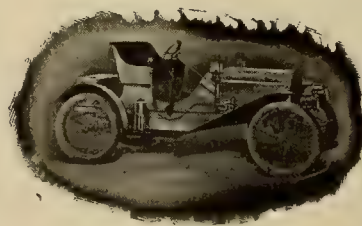
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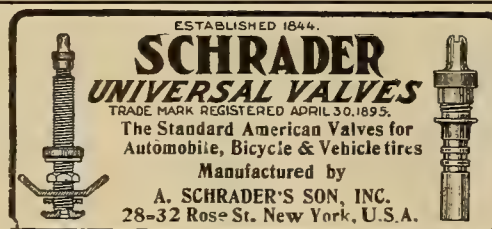
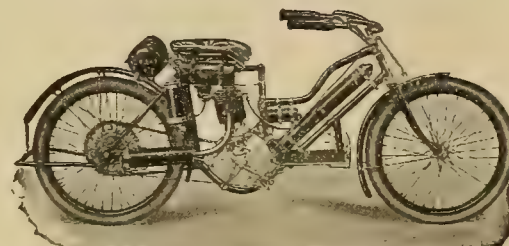
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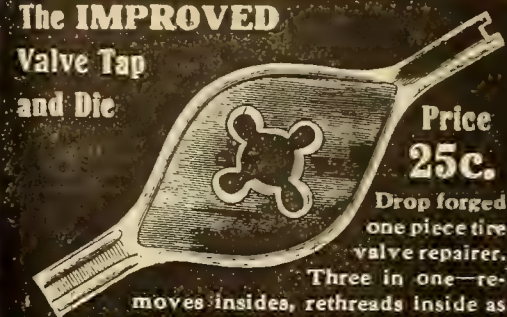
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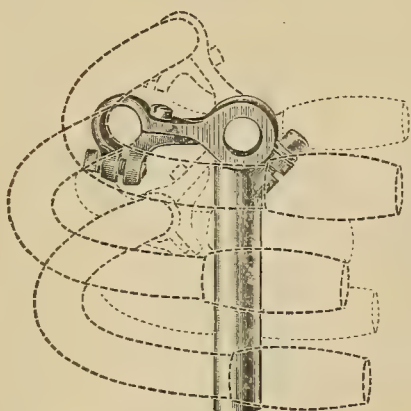
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BRANCHES—New York, Detroit, Chicago, Boston, Newark. AGENCIES—Atlanta, Ga., Dunham Rubber Co.; Atlantic City, N. J., Penn Auto Supply Co.; Buffalo, N. Y., Empire Sales Co.; Cleveland, O., Motor Supply Agency Co., Denver, Colo., Denver Auto Goods Co.; Dallas, Tex., Munger Auto Co.; Jacksonville, Fla., Savell Rubber Co.; Los Angeles, Cal., Empire Tire and Rubber Co.; Minneapolis, Minn., Empire Tire and Rubber Co.; New Orleans, La., H. A. Testard; Norfolk, Va., Wm. H. Grover; Philadelphia, Pa., Penn Auto Supply Co.; Pittsburg, Pa., Consumers' Auto Supply Co.; Portland, Me., James Bailey Co.; Providence, R. I., Waite Auto Supply Co.; St. Louis, Mo., Gorman Bros.; Savannah, Ga., Harris Tire Co.; Syracuse, N. Y., Central City Rubber Co.; Toledo, O., W. G. Nagel Electric Co.; Boise, Ida., Randall-Dodd Auto Co.; Kansas City, Mo., Auto Specialty Co.



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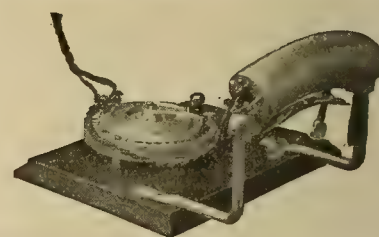
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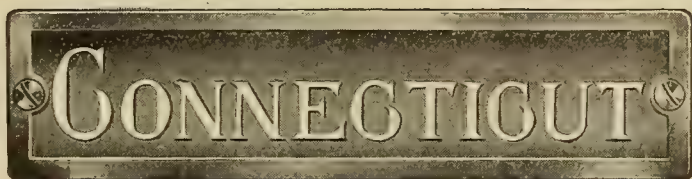
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How about 1910 contracts? Let us figure with you.

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made such a big "hit" immediately they were placed on the market. We knew they were right before we offered them for sale and extended use simply verified our knowledge. The fact that it was possible to make an anti-skid tread that would last, which first caused such wide comment, and induced other tire makers to "sit up and take notice," was succeeded by convincing proof that the lasting qualities of Kokomo tires as a whole are so much greater than all other tires as to place Kokomos in a class by themselves. They point the way to avoid tire trouble and to reduce tire expense. Unless you are easily dissuaded, you can have Kokomo tires fitted to your motorcycle without extra cost. As for



Kokomo Bicycle Tires



the cycle trade and the cycling world long ago learned that they represent extraordinary values.

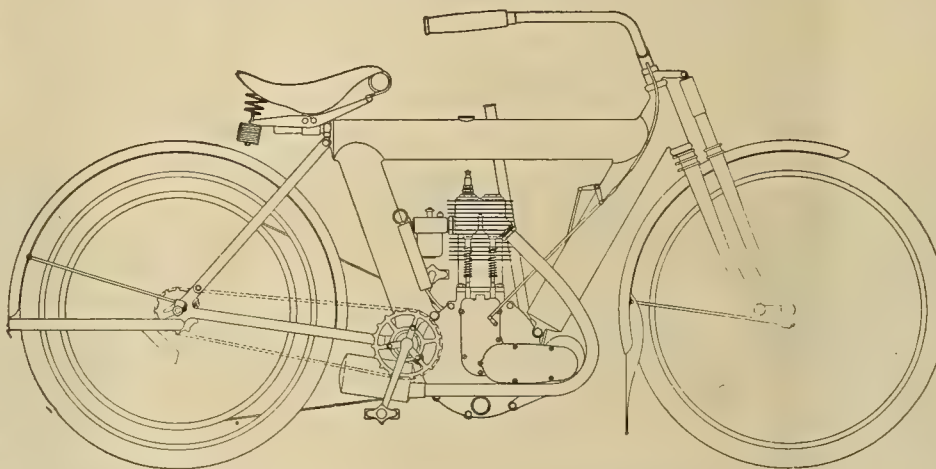
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Kokomo, Indiana

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Four Cylinder

Two Speed, Free Engine,
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Ball Bearing Motor, Free
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Long Stroke, Smooth
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Ride the machine that's best—handle the line that pays.

A reliable company, lodged in a factory, will produce good products. We never produced anything superior to our 1910 line of Motorcycles. Our 1910 advance catalogue gives complete description. Ask for copy.

Our Proposition, "The Agency That Pays" will be submitted to any dealer on request.

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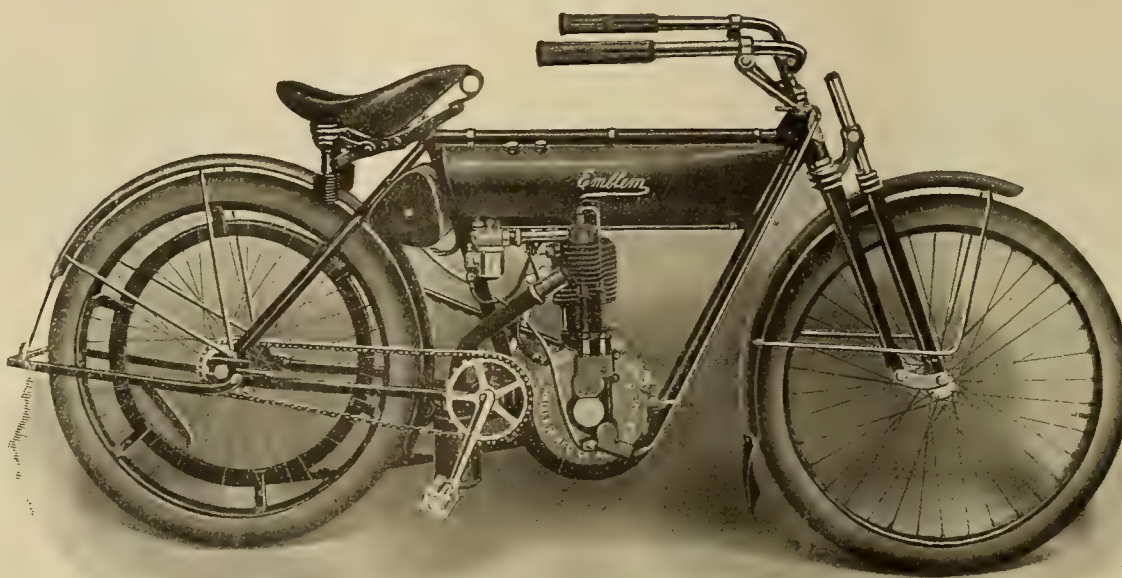
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will be more conspicuous than ever in the 1910 models and the addition of a 7 horsepower "twin" will round out the line.

**3 $\frac{1}{2}$ Horsepower
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WANT ONE?
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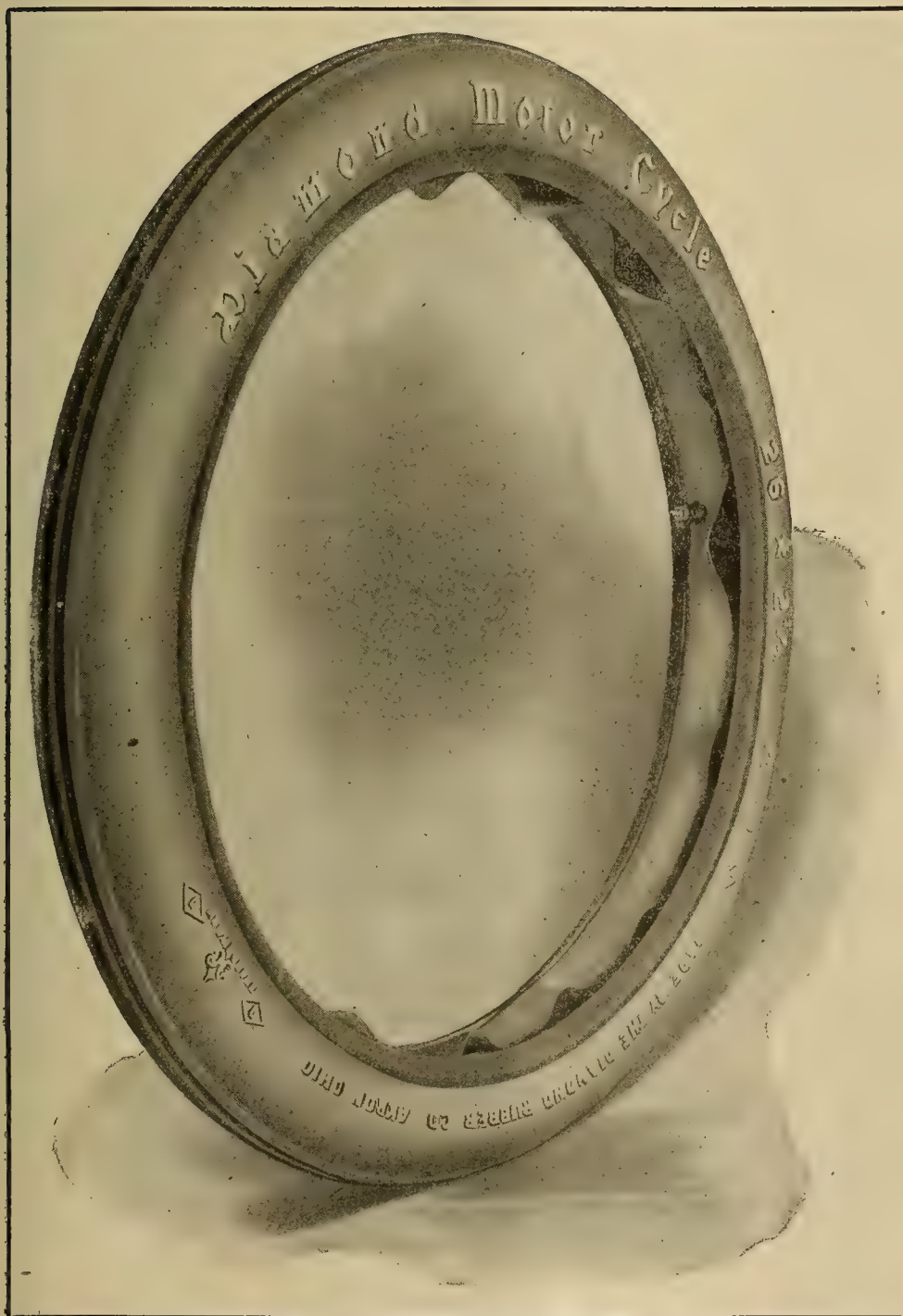
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A tread of heavy gauge and heavily corrugated prevents skidding and resists punctures.

Extremely tough and very flexible.

A perfectly fitting bead.

But the long and short of it is that Diamond Motorcycle Tires are on a par with Diamond Automobile and Bicycle Tires.

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We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

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Single Tube Automobile and Bicycle Tire Co.

THE STEERING APPARATUS

of any vehicle that moves on land or sea is a mighty important part of the vehicle and is not to be selected indiscriminately. That is one of the reasons why the

Kelly Adjustable HANDLE BAR

long ago became the standard "steering gear" of the best bicycles.



And this is due not only to its quality and reliability, but to the fact that its adjustability adds to the satisfaction of cycling by adding to the comfort of riding and making it possible for man, woman and child to meet varying conditions of road and wind as they arise.

KELLY BARS ARE WORTH INCLUDING IN YOUR SPECIFICATIONS.

Kelly Handle Bar Co.
CLEVELAND, OHIO



A New Tread

added to the line of

MORGAN & WRIGHT MOTORCYCLE TIRES

The addition of the new single clinch broad corrugated tire makes our line of motorcycle tires the most complete on the market.

Single and double clinch, Broad Corrugated, Basket Weave and Bailey Treads for road work. Smooth Tread Racing for board tracks. Bailey and Combination Treads Racing for dirt tracks.

Butt End and Endless tubes at the same price.

It is the best line made for any manufacturer, dealer or jobber to push, as it comprises every combination of tread, size and style of tire that will ever be called for.

Moreover, the large number of branches and agencies we have established thruout the country (more than any other manufacturer) makes it easy to get our goods on short notice.

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Pittsburg, 913 Liberty Ave.	St. Louis, 538 N. Vandeventer Ave.
Cincinnati, 717 Main St.	Denver, 16th and Broadway.
Cleveland, 2048 E. Ninth St.	Portland, 86 Sixth St.
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"Whitney" Chains are made in one of the most modern of American fire-proof factories.



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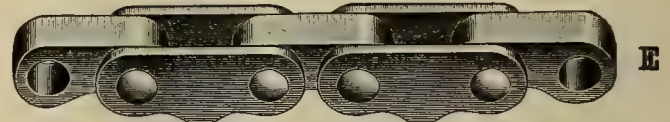
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C



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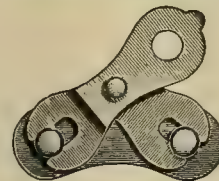
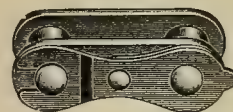


F

If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.

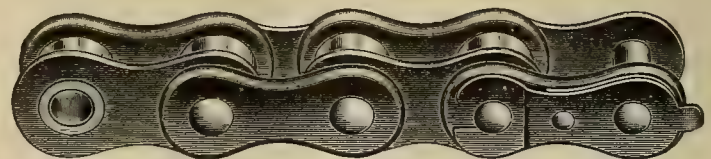
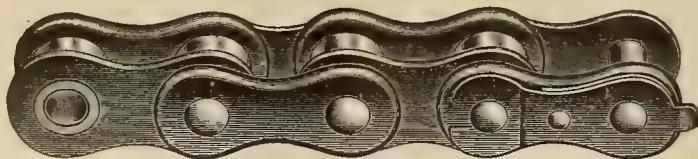


INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
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Safety
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For Bicycle and
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No other bicycle has met with such instant success. It means a large extra business for each dealer handling it. Write us for particulars and dealers' prices.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.



A GOOD, dependable lighting system is worth more than all the accident insurance you could buy.

Feeble oil lamps and treacherous gas generators invite accident, danger and expense, and are a nuisance to operate.

Most experienced automobilists have discarded all other equipment and adopted Prest-O-Lite. Motorcyclists are doing likewise.

With Prest-O-Lite, there is no uncertainty, no tinkering, no dirty work. The flame is always steady—doesn't flare up nor die down. Turned on and off like a gas jet.

In automobile service, Prest-O-Lite has proven that it costs little, if anything, more than portable generating systems.

The Prest-O-Lite Motorcycle Gas Tank is 12 inches long and 4 inches diameter. Weighs 7 pounds. Holds 10 ft. of gas—40 hours of light.

Price, \$10. FULL TANK (In exchange for empty) **60c.**

Thirty-day trial plan. See your dealer, or write us.

THE PREST-O-LITE CO. 245 E. South Street Indianapolis, Ind.

Branches at New York, Boston, Philadelphia, San Francisco and Cleveland. **3,000 Exchange Agents**

This tank can also be used on automobiles as a reserve supply, carried in the tool box.

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for single or twin cylinder—flat or conical ends

PITTSFIELD

To take the coil out of the "uncertain" part of the equipment, make it a "Pittsfield."

All the jars, jolts and tough usage in hard service are provided for in the sturdy construction, and electrically every "Pittsfield" will not only deliver a working spark on the faintest trace of primary current but will stand unusual overload of current without breaking down or short-circuiting.

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THEY SMILED when THE INDIAN

went to England—but it

MADE GOOD

against machines there, recognized as the best in the world,
and against the conservatism of the press and public.

READ A FEW OUT OF HUNDREDS OF FAVORABLE COMMENTS OF THE BRITISH PRESS:

Guy Lee Evans, whose performances during the August Bank Holiday week-end have made him a much-talked-of man, only commenced motorcycling five years ago. . . . His connection with the "Indian" cycle only commenced this year, in May, on which occasion I saw him, I believe, after only two days' experience with the machine, gain second highest honor of the day.

The machine he used that day he has used on every occasion since, being a Standard roadster. With his creditable list of performances on this cycle, he naturally speaks well of its qualities, the flexibility of the chain drive surpassing, in his opinion, those of the belt drive. This, together with the neatness and accessibility of the engine, and its smooth and silent action, due to the accuracy of the working parts, speaks for the power gained with its general efficiency.—The Athletic News.

The Nottingham Guardian, speaking of the Coventry mo-

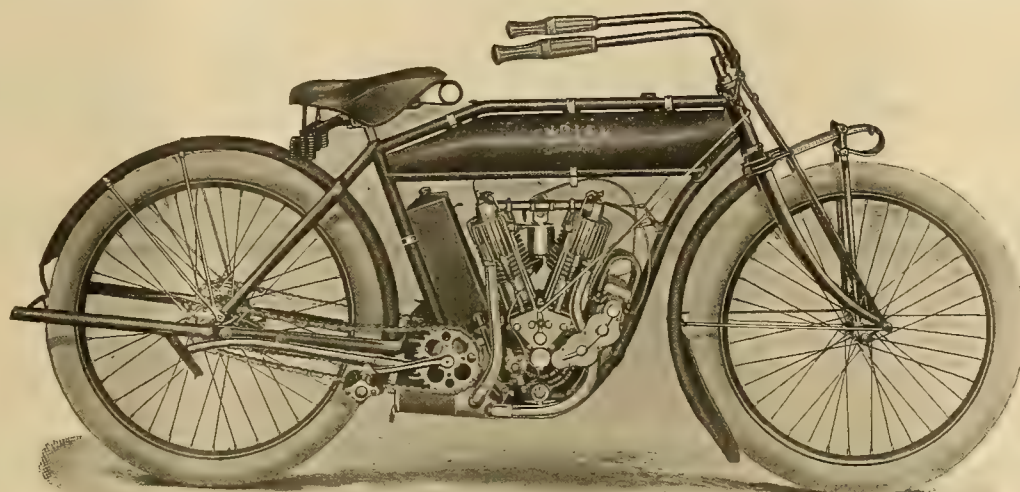
torcycle hill climb, says: "It was, however, remarkable for the temporary eclipse of the all-conquering Triumphs whose Tourist Trophy machines made their first public appearance on the road. In the touring class the fastest time was made

by Lee Evans on a 5 horsepower Indian, perhaps the most silent and efficient of the speed cracks of to-day."

Mr. Wells's two cylinder Indian motor bicycle, a beautifully made and well finished American production, won the August Motorcycle Handicap at a speed of 60½ miles per hour.—The Car.

On August Bank Holiday, G. Lee Evans followed up his double success on Saturday by winning another two races, thus finishing first in all four races

which he contested. This feat was really a remarkable one, for the engine of his machine still had the seals of the Auto Cycle Union affixed, the machine hardly having been touched since Lee Evans finished the six days' reliability trial on it.—Belfast News Letter.



**It was the same machine, surpassing all on
road, hill and track. GOOD EVERYWHERE.**

THE 1910 INDIAN

combines all former good qualities with refinements that easily distinguish it the Leader of the World. Advance catalogue B ready.

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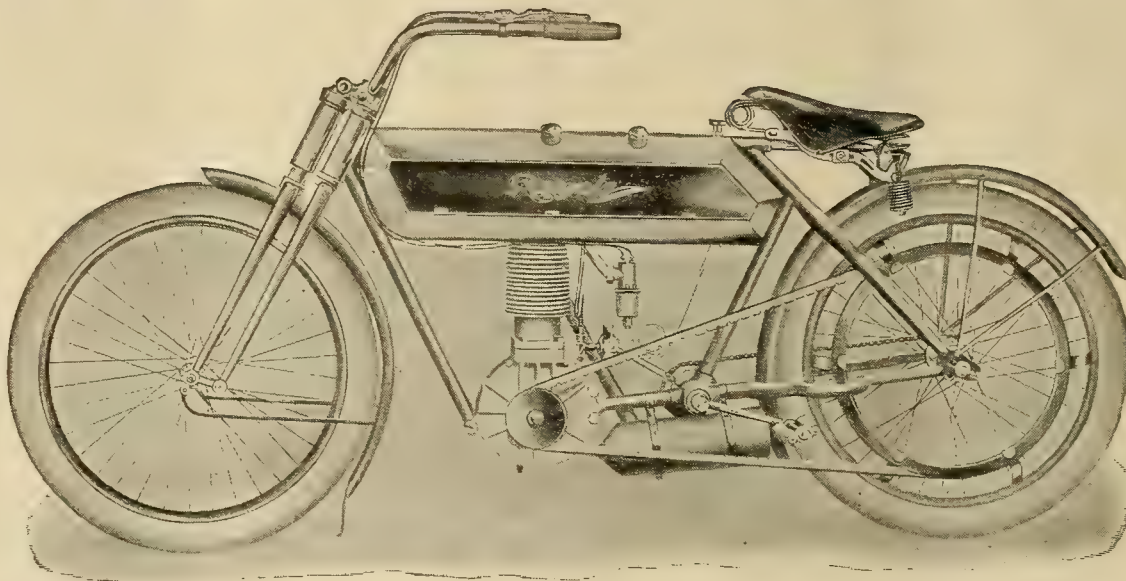


"The Armless Wonder"



YOU CAN'T AFFORD TO OVERLOOK

4
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4
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The 1910 Racycle Motorcycle

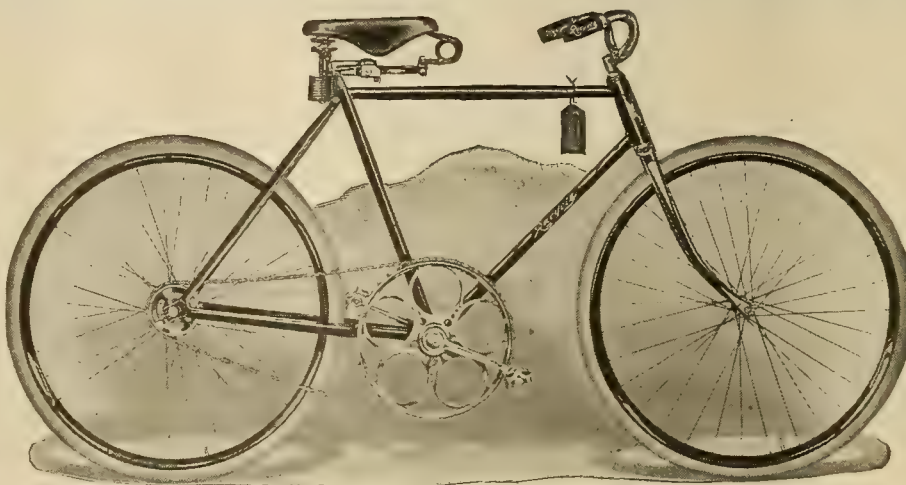
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THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE
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is the Best of all Bicycle Agencies and EVERYBODY KNOWS IT.

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Ask the dealers who have the agency. We are entirely willing to leave it to them. They are our best reference. 1910 AGENCY PROPOSITION IS READY.

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Licensed Coaster Brake Manufacturers.



"The Armless Wonder"



"The Armless Wonder" for Motorcycles

"The Armless Wonder" for Bicycles

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. I.X.

New York, U. S. A., Saturday, November 27, 1909.

No. 10

CONSOLIDATED TO BE REORGANIZED

New Company Incorporated to Take Over the Property from the Receiver—Future Policy Indicated.

After operating under a receiver for nearly three years, the Consolidated Manufacturing Company, Toledo, Ohio, makers of Yale bicycles and motorcycles, appears to have found a way out. A new company of the same name has been incorporated under the laws of Ohio, which, it is stated, will purchase the property when it is offered at master's sale, next month. The capitalization of the new company is \$225,000, but as law clerks figure as the corporators, the identity of the intending purchasers is shrouded in doubt.

When the Consolidated Company became embarrassed its liabilities exceeded \$700,000, and as by far the larger sum was represented by outstanding bonds the ordinary creditors have at no time had very bright prospects of realizing more than nominal amounts on their claims. Since the failure a committee of these creditors has acted in an advisory capacity, and when, about a year ago, a plan of reorganization was submitted the committee recommended its acceptance. Objections were interposed, however, and nothing came of the attempted reorganization, of which the present movement is assumed to be an outgrowth.

The Consolidated Company lost nearly \$250,000 by a venture into automobile manufacture, but, despite the fact, reports from Toledo state that the prospective new owners again contemplate using the plant for that purpose, while continuing also the production of bicycles and motorcycles.

Who Constitute the "Rubber Trust."

As a contribution to the prevailing impression that the high prices of crude rubber are to be explained in no small part by what amounts to "trust" manipulation,

United States Consul General George E. Anderson, of Rio Janeiro, states that it is understood that the Bank of Brazil, the Rothschilds and certain German houses have combined to purchase all available supplies of Para and other Brazilian rubber as the new crop comes in. This is about as definite a statement of what the crude rubber "combine" could be as is possible.

Hartford Men Depart for Pacific Coast.

Harry E. Fields, vice-president of the Hartford Rubber Works Co., and Martin C. Stokes, sales manager of the Hartford's bicycle tire department, left on Monday last for a swing around the far western trade circle. They will visit Denver, Los Angeles, San Francisco, Portland and Seattle, and will not return until Christmas.

Kansas Firms to Handle Motorcycles.

The J. C. Harding Co., Topeka, Kan., has "taken on" motorcycles, having secured the Yale agency. The Fowler Motorcycle and Sporting Goods Co., of Fowler, is another Kansas concern, a new one, which also has embarked in the business. Edward Nett and George Doane are the principles.

Willcox "Opens up" in Boston Suburb.

H. H. Willcox has embarked in the motorcycle business at 159 Green street, Jamaica Plain, Boston, Mass. It was to Mr. Willcox that the former president of the bankrupt Ovington Motor Co. shipped such of the remnants of the bankrupt's stock as he bid in at the receiver's sale.

More Motorcycles Get Into Georgia.

The Augusta Garage Co., Augusta, Ga., which hitherto has restricted itself to automobiles, has seen the light, and hereafter will handle motorcycles also. It has secured the N. S. U. representation.

Binghamton's Latest Cycle Agency.

The Frank S. Rump Co., Binghamton, N. Y., has been incorporated under the law of that State. It will handle bicycles, motorcycles, and sporting goods.

CYCLE TRADE MEETING IN JANUARY

Accessory and Jobbers' Associations Project One to Elect Officers—Plan for Midsummer Meeting.

While the Cycle Parts and Accessory Association and the National Association of Bicycle Jobbers have not been wholly idle, the failure of this year's effort to hold the usual joint midsummer meeting required that the officers of both organizations hold over and that other affairs remain at a standstill.

Realizing this situation and appreciating the good purposes that were served by previous midsummer meetings, several members of both associations have taken time by the forelock, and while their immediate object is to bring about the elections of officers they really are bent on so "shaping things" that a rousing midsummer gathering during 1910 shall be assured.

These members have expressed their views to the officers of both C. P. A. A. and the N. A. B. J., and as a result it is extremely probable that meetings of both organizations will be held during the New York automobile show season—in all likelihood on Wednesday, January 12, at the time of the Garden show.

The members are now being canvassed for opinions, and as other business calls many of them to New York at this season of each year, that the suggested meetings will be held is reasonably certain.

When they occur new officers, of course, will be elected, and to assure that there shall not be another failure to hold the midsummer meeting those who favor it, and with good reason, will seek the appointment of committees of arrangements which will have full power to act. As the treasuries of both associations are quite full, it is not believed that it will be necessary to call on the trade for a penny to assist the midsummer project.

FLEXIBILITY OF CARBURETTERS

How It is Obtained in the Amac, a British Device Seeking American Favor—Adjustability a Big Feature.

Adjustability in every part is a feature which has been sought in the development of the Amac carburetter, and obtained to a surprising degree. The Amac is an English device which has given a good account of itself at home. Its makers, the Aston Motor Accessories Co., Ltd., Talford street, Aston, Birmingham, now are seeking the American market. While it has been in use for some little time, both in automobile and motorcycle service, in its present form it embodies quite a number of improvements, practically all of which are in the direction of flexibility, both in its applicability under a wide variety of structural conditions and in actual service.

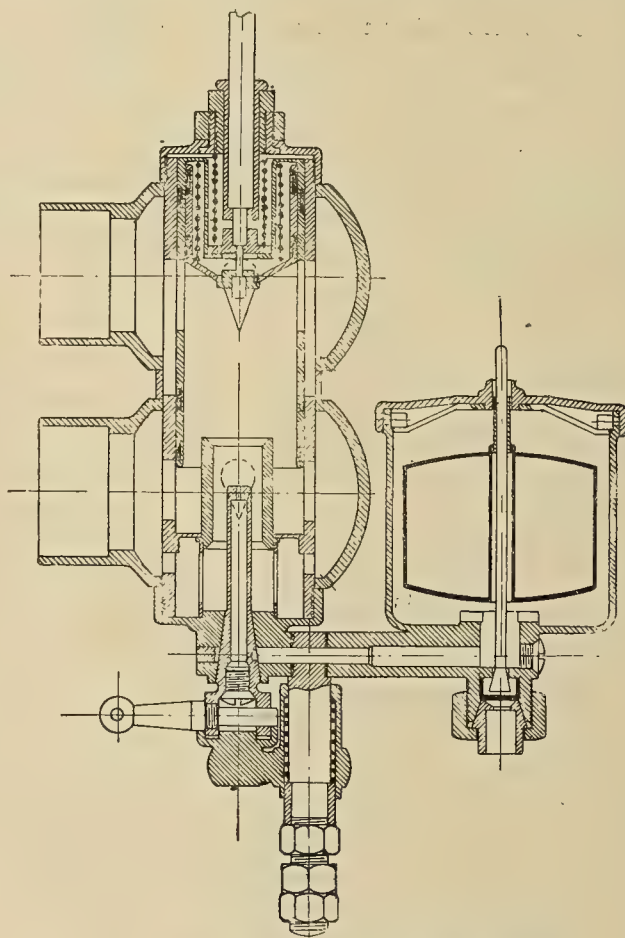
It is so contrived that all ordinary repairs and adjustments may be made without the aid of any tools whatever, a noteworthy point in this connection being the entire absence of screws, bolts and nuts in its makeup—the pipe connections and point of attachment of the Bowden wire controlling mechanism in fact being the only points at which a wrench may be applied. Even the cover of the float chamber is secured in position by means of a spring clip, while its makers point with some little evident pride to the fact that to flood it before starting it is unnecessary even to remove the gloves, as the priming pin is so designed as to be readily accessible under all circumstances.

Outwardly the carburetter is of distinctive form, the float chamber being of pressed brass, while the mixing and air chambers are spherical in external form. To carry out the idea of adaptability the construction is such that the float chamber may be turned in any direction which may be necessary in installing it on the machine, while both the air inlet and gas delivery pipes likewise may be adjusted in any required position. In the case of the air, advantage may be taken of this point to secure warm air during cold weather and cold air when the atmosphere is warm, the lock nut at the top of the device affording means for making the adjustment.

The general construction, as shown by the accompanying illustration, is of the familiar vertical jet type, a straight vertical sleeve surrounding the jet, while the throttle member embodies a cone with its apex pointing downward toward the jet and intended to break up the spray and complete the atomizing effect. The throttle is in the form of a plunger, which in descending closes the opening leading from the mixing chamber to the outlet pipe. Imme-

diately surrounding the throttle and forming a liner to the mixing chamber is the air valve, which moves with the throttle and which also is subject to such independent adjustment as may be required. Special importance is attached to the construction of these valves, in that by reason of the use of tiny packing rings, similar in a general way to those which are employed in packing the piston of the engines, there is no tendency to sticking and no leakage as a result of wear.

The throttle and air control is vested in a telescopic Bowden mechanism, both wires acting centrally on the valves, and being resisted by small springs which are encased within the carburetter above the mixing



DETAILS OF AMAC CARBURETTER

chamber. The single screw cap at the top of the device affords easy access to this mechanism when desired.

Perhaps the most unusual and ingenious feature of the contrivance, however, is the manner in which the jet is constructed. Instead of the ordinary plain nozzle, screwed into the base of the mixing chamber, the jet tube is fitted into place by means of a taper, and is held in position by a spring catch in such a way that it may be removed from below merely by releasing the retaining device in the proper way. Not only this, the base of the jet, which is perforated to permit the fuel to enter it from the duct leading from the float chamber, instead of having but one such hole, is tapped in six different places and with different sized holes. In consequence of this the amount of fuel which can reach the jet is determined by the particular orifice which is placed opposite the opening in the base

through which the fuel is fed. An external handle is so arranged that it is possible to use any three adjacent openings merely by changing its position, this affording a neat and simple method of regulating the supply of vapor for the mixture and also having much the same effect as changing the jet. Also by removing the adjusting handle and inserting it in another of the several holes in the base it is possible to select any three adjacent holes that it may be desired to use, thus varying greatly the range of possible adjustment.

Biggest British Builder Raises Prices.

Basing their action on the increased cost of material, tires, in particular, Rudge-Whitworth, Ltd., the largest producer of bicycles in Great Britain, have advanced the prices of their entire line. The concern which always has closely followed American fashions, has again done so by bringing out a new "heavy service" model. Although it earned but a small profit last year, and though many of the other manufacturers have abandoned the practice of carrying notes for installment sales made by agents, Rudge-Whitworth have announced their continued adherence to the policy. They allow their agents the entire 20 per cent. commission when the purchaser pays his second installment. Two schedules of discounts are provided for—one for agents ordering only a sample machine and another for agents contracting for at least six machines and who agree to keep three machines in stock at all times.

"Spark Pictures" for Testing Metals.

It has been discovered that by observing the nature of the sparks given off when a piece of steel is held against a grinding wheel it is possible to obtain a remarkably close index of the chemical composition of the metal. An attempt already has been made to classify and define the "spark pictures" formed in this way, and it is thought that a simple and effective method of analyzing metals may be constructed on this astonishingly elementary basis.

"Surprise Party" for a New Dealer.

L. Campana, who recently started the Universal Motorcycle Co., at Sixty-third street and Broadway, New York, last week suffered a "housewarming" of a sort he did not enjoy. The "warming" took the form of a surprise party, the party being made up of thieves who made off with a 7 horsepower Peugeot racing motorcycle, No. 18,185; a 3½ horsepower Peugeot engine and a considerable assortment of accessories as well.

Motorcycle Dealers Change Their Title.

The Whitehead-Thurber-Backus Co., Oklahoma City, Okla., who handle a line of electric automobiles, and also are state agents for the Excelsior motorcycles, have changed their title to Electric Vehicle Co. Concurrently they have removed to a fine new building at 13 Harrison avenue.

PNEUMATIC'S 21ST ANNIVERSARY

Royalty Helps Honor It—Inventor Dunlop at Celebration, Which Recalls Early History and the Millions Made.

With royalty, in the person of the Prince of Teck, presiding as chairman and stage settings of banquet tables, gay decorations, "open-faced" clothes and the like, the British cycle trade gathered at Hotel Cecil, London, on the evening of November 19 to celebrate the "coming of age" of the pneumatic tire, marking the event by the presentation of a "solid silver gilt casket" and a signed address of congratulation to Harvey Du Cros, Sr., "in appreciation of the unique services rendered to the cycle and motor industries in turning to every day use and commercial account the crudities of the pneumatic tire."

Although the promoter and "business manager" of the pneumatic tire, who has made millions out of it, thus was made the lion of the celebration, James Boyd Dunlop, the inventor, was "among those present." But it required some coaxing and diplomacy to get him there. For it transpired that Mr. Dunlop resented the word "crudities" as applied to his invention, and early made it known that he would not participate in the affair as a result of this slip of language in the circular which constituted the advance announcement.

Finally, however, Dunlop's feathers were smoothed, and he joined in the festivities incident to the twenty-first birthday of the child of his mind. Awakened to the more or less farcical features of lauding the promoter while neglecting the inventor, there now is talk of tardily doing honor to the latter.

The fuss and stir which has been created by the pneumatic tire reaching its "majority" has served to call attention to what a "gold mine" it has proved for those who ventured their money in the business in the early days, and to recall also the sensation that was produced on this side of the water when the pneumatic made its initial cis-Atlantic appearance.

Though frequent reports of the wonders of the new tire drifted across the ocean from time to time during the preceding year, it was not until 1890 that American cyclists were able actually to see the innovation, the occasion being the eleventh L. A. W. annual national meet at Niagara Falls, N. Y. On the second day of the meet, Wednesday, August 27. H. E. Laurie, an English rider, who had come from London some little time before with E. J. Willis and had been "cleaning up" on a "safety" against riders of "ordinaries" at various meets around the country, came out on the track with a "safety" which had arrived at the Falls from England that morning, equipped with pneumatic tires.

Willis used the machine in the one mile

safety, 3 minute class, easily defeating George Banker and others, by making the mile on the rough track in 3:12½. In the one mile safety championship Banker borrowed it and came out trundling the pneumatic, whereat the four other riders who turned out for the race refused to compete against him. One of them lodged a protest with the referee, who turned the question over to three members of the racing board who were present. Of the latter, one thought the pneumatic should be barred, but the other two could see no authority for doing so, with the result that Banker was permitted to ride, which he did—alone. Despite the fact that he had no competition he made the mile in 2:59¾. Laurie himself used it for an easy victory in the half-mile event, despite the fact that he was in poor condition, though he was defeated on it later in the day in the quarter-mile sprint.

In reporting the event one of the cycling publications declared that "Neither the audience nor the other competitors liked the new tire, but it was impossible to bar it. It seemed unsportsmanlike that Laurie should use the pneumatic, but, no doubt," the account naively adds, "the other competitors would gladly have done the same had it been possible."

Other claimants there are to the honor of first introducing the pneumatic in America, but the Niagara Falls meet may be regarded as the first public occasion at which cyclists generally were permitted a view of the novelty, which subsequently was to sweep into general use. The Dunlop pneumatic tire of that date was unlike the modern product in that it was pasted to the rim and wound about with cloth, which included tire and rim together, so that it was sometimes dubbed the "rag tire" by its deriders. Because of its clumsy appearance, as contrasted with the solid and cushion tires of the day, a great variety of other nicknames were applied to the newcomer; "balloon tire" and "road roller" were but two of the many.

So ungainly and radical was the new tire that the original Dunlop company had great difficulty in raising the \$110,000 that was asked for to put the business on a going basis. In fact \$90,000 was all that could be raised after a hard campaign and the distribution of thousands of prospectuses throughout Great Britain and Ireland. Six years later the concern was bought for \$15,000,000, offered to the public for \$20,000,000, and the public subscribed \$45,000,000. About half of the 60,000 applicants for stock received polite "regrets." The original \$5 shares became worth \$130 each, and fortunes piled up rapidly for the early investors.

With such rapidity did the business grow that frequent raises in capitalization took place, but dividends more than kept pace with these increases. In 1890, with a capital of about \$95,000, the profits were \$11,000, sufficient for an 8 per cent dividend; in 1891 the capital was \$125,000, with \$75,000 in profits and declaration of a 20 per cent divi-

dend. The capital was raised in 1892 to \$175,000, with profits of \$242,000, from which was paid a 56 per cent dividend, while in 1893, on a capital of \$250,000, the profits reached \$746,000, and resulted in the payment of a 200 per cent dividend. A capital of \$1,250,000 was placed on the business in 1894, the profits amounting to \$786,000 and giving a 50 per cent dividend, and a further raise in the capital to \$1,375,000 in 1895 was accompanied by \$1,100,000 in profits and the declaration of another 50 per cent distribution.

Harvey Du Cros, the object of the recent celebration, and his four sons kept their fists tightly on the control of the Dunlop tire's affairs at all times and made huge fortunes. He worked the patent for every penny it was worth and built up an iron-bound, copper-riveted monopoly, to which all Great Britain paid round tribute.

As showing how rapidly money was made by the stockholders, R. J. Mccredy, who has been identified with the Dunlop interests from the start, has presented an individual case of a man who invested \$500 in 1889 in original shares and took up the proportion allotted him of subsequent issues, so that by 1896 he held 1,038 shares, for which he had paid \$5,700, and which at the time of the company's sale were worth \$63,000. In addition to this he had drawn \$8,500 in dividends. When the old company was wound up at the time of reorganization there were over 100 original shareholders on the books.

The first presentation of the proposition to the public, carrying the invitation to invest, was in a prospectus, the modest claims of which are best indicated by the following extracts:

"The manufacture of what is known as the pneumatic tire has up to the present only been carried out on a limited scale, but with the aid of the capital now sought the works to be acquired are capable of fitting large numbers of machines.

"The pneumatic tire is composed of a rubber tube about 1½ inches in diameter, filled with compressed air, which is bound to the rim by a linen casing, and protected by rubber thickened at the wearing part. The air is pumped in through a nozzle with a football blower, and a special non-return air valve prevents its escape. The advantages which accrue from the use of this tire upon a roadster cannot be thoroughly understood except by a personal trial. Vibration, with the consequent nervous exhaustion, which tells more against a rider in the course of a long journey than even physical fatigue, is practically annihilated. A cycle fitted with pneumatic tires runs over rough surfaces with extreme ease, and at a pace which, under no conditions, could be equalled by any other machine, the expenditure of power being the same. The entire absence of noise is also conducive to the comfort of the rider, and the danger and inconvenience arising from tires coming off is entirely obviated.

"In another respect most remarkable re-

sults are secured by the use of this tire. All vibration is intercepted between the rim and the ground, and consequently the frame of the machine receives no jar, and will last very much longer than the frame of a machine fitted with solid tires. As a result of this, riders will be able to use much lighter frames (to the extent of 15 pounds to 20 pounds in Ireland), with a corresponding increase of speed and ease of propulsion. This, taken in conjunction with the absence of nervous exhaustion and the conservation of power through the machine getting over rough surfaces unchecked, will, it is believed, place the pneumatic tired machine beyond the reach of competition.

"A competitor in the recent 50 miles road championship in the Phoenix Park, Dublin, used the pneumatic tired safety scaling under 24 pounds, without damaging it in the slightest; and any practical cyclist can bear witness that a safety of that weight, shod with solid tires, would not stand such a test.

"Racing machines fitted with pneumatic tires appear to be invincible. They have from the first proved themselves so, on grass tracks, and quite recently on the gravel track at Ballsbridge they were shown to be faster than any other machine made. Only two racing machines have been running, and yet they have scored about fifty first prizes since May last, including three championships, besides numerous other awards.

"From this it will be apparent that nothing so calculated to revolutionize cycling has ever before been invented. There are, it is computed, about 150,000 cycles manufactured in Great Britain annually, and the number is rapidly increasing. If even 5 per cent. of these were fitted with the pneumatic tire, a profit of 10s. per set would represent a net income of £3,750 from that portion of the business.

"The company intends making these tires for the trade, the selection of frames being left to the enterprise of the manufacturers, and the requirements of agents and their customers.

"The pneumatic tire will be almost indispensable for ladies, and persons of delicate nerves. There is every reason to expect that a large business can be done in fixing the pneumatic tires to the wheels of carriages, invalid chairs, etc."

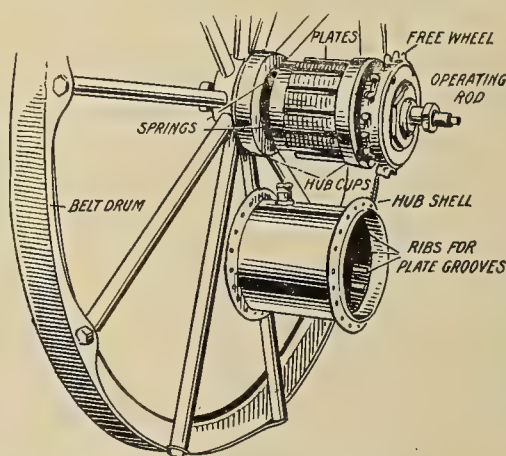
While the Du Cros family obtained large sums for the Dunlop rights in other countries, they had trouble in getting American money, or very much of it, at any rate. They almost literally peddled the American rights, which went begging until they were acquired by A. Featherstone & Co., who at the time were manufacturing bicycles in Chicago. Featherstone, however, failed to make much headway with the tire, and the Dunlop interests established an American company of their own, which, however, proved an indifferent success. Meanwhile, several tires of American invention had sprung up and dominated the market, the single tube type, in particular.

DISC CLUTCH IN THE REAR WHEEL

Radical Innovation Disclosed in England's Best Known Motorcycle—How "Free Engine" is Obtained.

Working on the theory that it is better practice to introduce the free engine clutch in the rear wheel than at the engine, as more commonly is done, the makers of the Triumph motorcycle, England's most famous production, have developed a new device of the sort which is radical in many respects, and which, besides, introduces such an unusual mechanical combination as almost to appear ludicrous when viewed in a certain light.

In brief, though a formidable clutch con-



TRIUMPH FREE-ENGINE CLUTCH
DISMANTLED

struction has been worked out, and though the arrangement is such as to permit the advantages of pedal starting for the motor, in addition to the free engine, the effect has been secured in such a way that ordinarily the advantages of the free engine do not extend to the use of the pedals for purposes of propulsion. In other words, if for any reason it is desired to pedal the mount without using the motor, as when hemmed in by traffic or in the event of an engine breakdown, it can be done only by throwing off the belt. The reason is that the sprocket over which the pedal chain runs is directly connected to the belt rim, which takes the drive from the engine.

The extreme novelty of the system consists in the installation of the clutch in the rear hub, instead of on the crank shaft, as more commonly is done. This results in the very unusual development of a belt rim mounted entirely independent of the driving wheel, so that the latter may revolve independently of the belt when the engine is released. Another unusual and thoroughly British feature is the mounting of a second rim on the right side of the rear wheel, which is intended to carry the band brake, for which the average English motorcyclist has developed an inseparable affection.

The essential and, incidentally, the most admirable portion of the device is the clutch

itself, which is mounted in the rear hub. It is of the true multiple disc type, embodying about 40 steel discs, half of which are keyed to the revolving axle tube upon which the driving belt rim is mounted, while the other half is fitted to feathers formed on the interior surface of the hub itself. Four springs are introduced into the hub, which serve to press the discs together, so that under ordinary circumstances sufficient friction is developed between the faces of the discs to secure a positive connection between the hub and the belt rim. When a finger which extends out through the right end of the spindle is depressed, however, the four springs are compressed and the tension between the clutch discs is relieved, thus affording the free engine relation.

The belt rim, which, as already explained, practically is a complete wheel independent of the driving member, is unique in that it is built up of light tubular spokes, and is, therefore, of the compression type, instead of being the more familiar tension wheel, which has been rendered so conspicuous by its adoption in bicycle construction. The brake rim, on the opposite side of the driving wheel, is much the same in general construction as the ordinary belt rim, such as is used with the common forms of belt drive.

Control, both of the clutch and brake, is vested in a pedal arrangement, that for the clutch actuation being connected to the clutch operating rod by means of a toggle motion and a short lever attached to the right rear fork member. The controlling pedal is operated from the right foot rest.

As for its advantages, it is pointed out that it is possible to start the motor by means of the pedals at any time, whether the machine is at rest or in motion; that the nature and general construction of the clutch is such as to afford very gentle and smooth starting, coupled with complete and instantaneous clutch control; that pedal assistance is rendered as easily with this as with any other free engine device, since the pedals are connected to the belt rim by means of the usual free wheel device in the right end of the hub, and that the driving ratio may be altered at will by substituting a new driving pulley on the engine. The usual ratio, it may be mentioned, is in the neighborhood of $4\frac{3}{4}$ to 1. The clutch is said to add about 10 pounds to the weight of the machine.

Seat for Lazy Motorcyclists.

A foreign inventor who probably is cursed with a weak back; has devised an elastic support for the motorcyclist intended to relieve him of the monotonous effort of sitting up while riding. The arrangement consists of a back and shoulder strap arrangement, strongly suggestive of certain types of "galluses," together with a strap arrangement which is attached to the head of the machine and adjusted to have the same general effect as a "lazyback" seat. The scheme is reminiscent of some of the projects to which the early days of the bicycle gave rise.

MORE POWER WITH LATE CLOSING

Astonishing Results Obtained by Variations in Timing of Mechanical Inlet Valves
—The Experiment's Showing.

Not a little of the improved working of recently constructed gasoline engines of the motorcycle type is chargeable to a better understanding on the part of the designers of the actual requirements of valve timing than used to obtain. So rapidly do the various portions of the cycle succeed one another, or, what amounts to the same thing, so short is the period devoted to each of the four actions, that seemingly infinitesimal differences in valve regulation may have a proportionately great effect on the total output.

Nothing better illustrates the truth of this assertion that the improvement which has resulted in connection with the increasing adoption of mechanical inlet valves. For it is to be observed that the study of the inlet valve problem which has come in connection with the development of the mechanical valve for small motors has resulted in a better understanding of the real purpose and finer theory of the automatic valve as well. As often is the case where innovations are introduced, the adoption of the newer method of valve actuation by one branch of the industry, has resulted in the betterment of the old standby by those who prefer to continue its use.

The problem of determining the proper timing of the mechanical valve, which has arisen with its introduction, has resulted in an amount of study of the entire range of valve action which it is safe to say it never before had received. In connection with this many different tests have been carried out. Some of those which have been applied directly to large engines, such as are suitable for automobile use, are particularly interesting and informing, and are of especial importance, because they reveal advantages to be gained with advances in practice such as few, if any, motorcycle makers have yet been inclined to adopt.

Of a most practical nature, and revealing distinctly the extent of the problem opened up by the adoption of the mechanical valve, are recent experiments bearing only upon the time of closing the inlet valve. With the automatic inlet, it must be remembered, the only care of the designer is to proportion the size of the valve and the strength of the spring properly. Thereafter the times of opening and closing are taken care of by the motor itself. Therefore it may be said with no reflection upon his knowledge, that the designer of an automatic valve never knows exactly when its opening and closing points do occur. Obviously with the mechanical valve these points must be determined in advance.

In the experiments in question, a four-cylinder motor of 100 by 140-millimeters

bore and stroke was used, which, for the occasion was equipped with special valve gear. Instead of the usual single cam, a stepped cam was employed, which had a series of seven different faces, no two of which were the same, and either of which might be brought into service by moving the cam shaft endwise in its bearings. The effect of this was to change the time of closing the inlet valves without in any other way disturbing the engine.

The timing of the valves was as follows: The exhaust closed on the upper dead center, the cylinder remaining closed until after the piston had descended for a little over 2 per cent. of its travel, or 3 millimeters; the inlet remained open for a variable length of time, as governed by the position of the cam shaft; the exhaust valve opened 8 millimeters before the piston reached the end of the working stroke, or roughly, 6 per cent. of the stroke, ahead of the lower dead center.

By means of the different cam surfaces, the point of closing the inlet valve could be varied so that the valve would seat 6 millimeters ahead of the lower dead center, exactly on center, or either 3, 6, 12, 30 or 60 millimeters after the center had been passed. Expressed in terms of the stroke, for purposes of convenience in comparison with other motors, these closing times were roughly, 4 per cent. lead, 0; and 2, 4, 8, 22, and 43 per cent. of piston travel.

Two sets of tests were run, as nearly as possible under the same conditions as to speed, load, and method of observing the results. The only difference between them being that in one case the power developed was absorbed by means of a fan dynamometer, and in the other it was taken up and indicated by means of an electric dynamometer set, corresponding pretty closely to a dynamo. Suffice it to say, that as was intended, the two methods of power measurement checked up satisfactorily, thus ensuring the accuracy of the results.

Without going too deeply into the technical nature of the discoveries which were made in this way, suffice it to say that in every case, the power developed was found to be least when the valve closed before the piston had completed its down stroke, and that the next higher power developed was with the valve closing on dead center. Using the various cam faces in the order in which they are given above, resulted in developing increases in power up to a lag of 30 millimeters. With the 60 millimeter lag, however, less power was developed than with the 30 millimeter lag. In a general way these results were developed at all speeds, ranging from 1,000 to 1,800 revolutions per minute.

In exact figures, it was found that with the inlet closing just before the piston had completed the suction stroke, something like 19 horsepower was developed, with the crank shaft turning over at the rate of 1,200 revolutions per minute. When the valve closed on dead center, however, the power jumped to about 24 horsepower at

the same speed. Thereafter, it increased at the same speed, as follows: with a lag of 3 millimeters, the power was roughly, 26; with 6 millimeters lag, it was 27½; at 12 millimeters, it was 29½, and at 30 millimeters lag, it was 30½. When the cam face giving a lag of 60 millimeters was thrown into action, on the other hand, it was found that at 1,200 revolutions per minute, the power was only about 28 horse. This relation between the power output with varying closing points of the inlet held true for all speeds tested, thus proving a very great advantage with that particular motor, in holding the inlet open until after the piston had traveled up on the compression stroke for about 22 per cent. of its total stroke.

Similarly, and as might be expected, figures relating to the fuel consumption under corresponding conditions revealed a similar trend, in the direction of higher consumption. That is to say, the most economical arrangement found was that where the valve closed ahead of the dead center of the piston motion, considering only the total consumption per hour. When this is reduced to terms of liters per horsepower hour, however, the reverse is found to be the case, because of the increase in actual power with the retardation of valve closing. Thus, with the motor taking about 6¼ liters per hour per horsepower, when the valve closes ahead of center, with the 30 millimeter lag, it is found to require only about 3¾ liters per horsepower hour at the same speed. This is the best economy recorded, and proves conclusively the advantage of holding the valve open for a considerable period after the piston has commenced to climb on the compression stroke.

The advantage gained in this way, of course depends in large measure on the proportions of the motor in many different respects. The one in question had conical valves, of 90 degree seats, and with diameters of 42 and 36 millimeters, at the top and bottom of the seat, respectively. This works out to an effective area of valve opening equal to about 8 per cent. of the piston area, whereas some of the very successful motorcycle engines have port areas of no more than 4 per cent. of the piston area. The ratio of total cylinder volume to compression volume, which also is of marked importance in this connection, in the motor under discussion, was 4:1.

When the method of determining the advantage of late inlet closing which was applied in this case is considered, some idea may be obtained of the great amount of labor involved in perfecting the design of the mechanical inlet along theoretical lines. The great merit of such experiments is that they show the various advantages of different systems in exact figures, whereas the easier and cheaper "cut and try" method is a great deal slower and more uncertain. Nevertheless, because of the tremendous cost of the other method, the latter is the one which is followed by many motorcycle builders, who have not the leisure to carry out the more elaborate system of tests.

Corbin Coaster Brakes

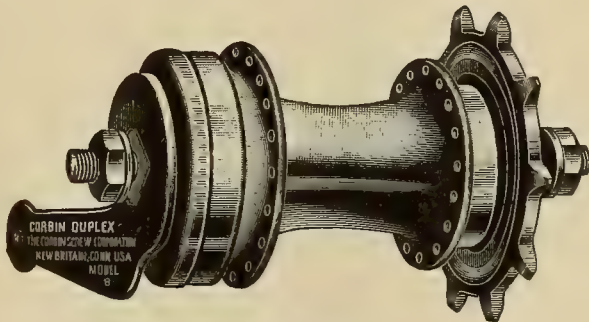
aptly might be termed

CORBIN CUSTOMER-CATCHERS

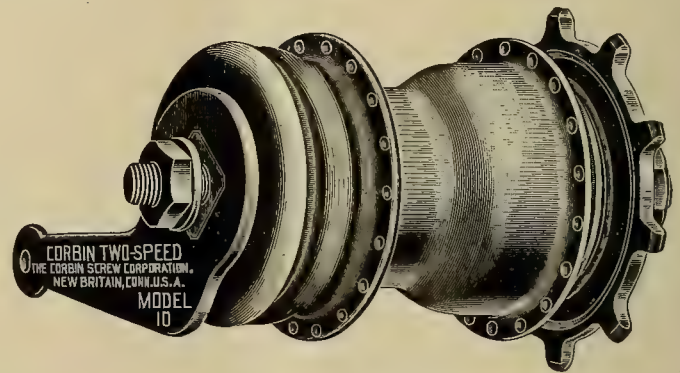
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TO THE BICYCLIST

he is able to offer these:



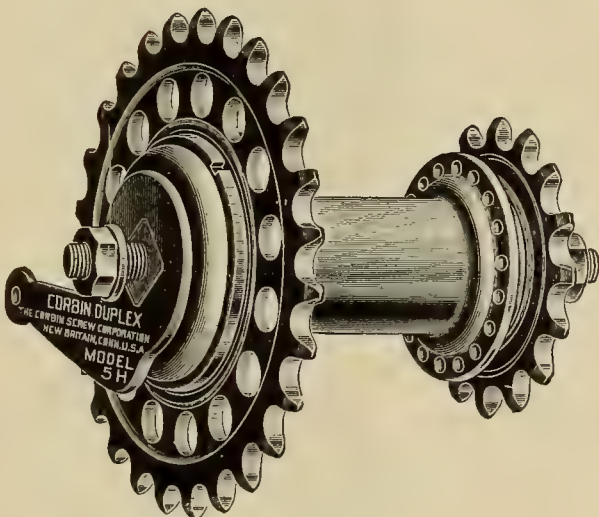
Standard



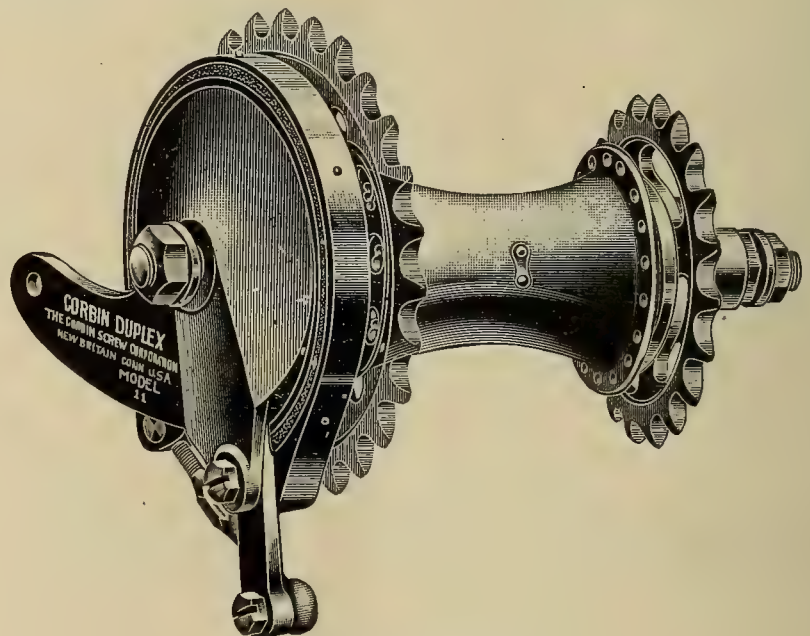
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TO THE MOTORCYCLIST

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With any other coaster brake it's
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NEW BRITAIN, CONN.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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NEW YORK, NOVEMBER 27, 1909.

"Consider me a subscriber for the Bicycling World and Motorcycle Review. Can't do without it any longer. Enclosed is \$2."—Paul J. Bailey, Indianapolis, Ind.

Where There Is Need of a Buffer.

If the dawn of the era of practical motorcycling, which is indicated by the arrival of free engines and change gears, brings with it the spring frame, or some manner of yielding frame, the motorcycle will be still further advanced toward the ideal state.

Of course there have been spring frames on the market, just as two-speed gears long have been available, but they have not been objects of general interest or of more than individual concern. But exactly as the advance of the twin-cylinder engine, the magnetos and the heavyweight machines have made the two speed and the free engine necessary for the all around and unqualified success of motorcycles, so do the added weight, the more rigid construction and the rearward saddle position call for some manner of rear frame suspension that will promote bodily comfort. Neither spring front forks nor spring saddles or large tires fully serve the purpose.

The rigid trussed frame and saddle suspended over the rear wheels, which now are the vogue, impart to the shocks inci-

dent to road travel a violence that is astonishing to many riders familiar with untrussed frames and a saddle position more nearly between the two wheels of the machine. The physical distress caused by intensified shocks is as unpleasant as the astonishment is great. While there may be "human horses" on whom such vibration has no effect and redhot enthusiasts may profess not to be inconvenienced by it, there are other men to whom the discomfort and other effects are so pronounced that they cannot stand much of such treatment. The shocks are too severe.

The reduction or elimination of these shocks is not only a consummation devoutly to be wished for, but it is one to which designers well may apply themselves with unstinted zeal. There is need of an additional buffer between the rider and the road. When it is provided, together with magneto ignition, automatic lubrication and two-speed and free engine, the motor bicycle will have made a giant's stride toward the long sought ideal.

About the Commonness of Things.

Commenting on the observation by the Christian Science Monitor that "there is a growing demand for the bicycle," and that "the demand comes chiefly from those who can use it in a practical way," a cycling veteran emits the following scintillation:

"That's just the trouble. The utilitarian has come in and driven out the glory. We who rode for fun and exercise, now feel about as the man does who sees in a dray the steed that once was his favorite driving horse. The bicycle will always have a place in the world, but isn't it sometimes distressing to see our early love doing work in the kitchen?"

Such distress would seem to be born of snobbishness, if nothing more. To a patrician and aristocratic spirit it is perhaps a matter of deep personal grief that the bicycle, which once cost \$150 or more and was the possession of only the very well-to-do and highly advanced, should now be sold for less than one-third that sum and be popularized to the extent that it actually is ridden by the vulgar public. But it may serve to assuage the anguish of so sensitive a soul, if philosophical consideration be taken of everyday parallels which serve to suggest that no serious degradation of the bicycle has taken place. Even the noble horse and the flaunting motor car have been known to come to base utilitarian uses. Equine sport long has survived the fact

that there are garbage wagons pulled by horses and that the butcher takes his Sunday airing behind the reins, while motoring for pleasure has suffered no serious blow in the adoption of spluttering gasoline vehicles for the delivery of goods from delicatessen and department stores, or in its use by some men and women whose appearance bespeaks their stations in life. In fact, the very roads used by bicycle, motorcycle, horse, motor car and pedestrian, are dreadfully "common" and utilitarian, in that they are not restricted to the "Vere-de-Vere" and "exclusive" circles of society, but are thrown open to everybody, in a manner savoring of disgusting democracy.

Despite this adverse condition, so grating on one who abhors the contaminating touch of the general public, it still has been found possible for lovers of the different methods of locomotion to preserve their enthusiasm and interest undiminished, when not personally weaned away by adventitious circumstances. The bicycle is just as good as ever it was, if not better, and any man who desires to do so can obtain from it as much fun and exercise as ever was obtained.

Those New York motorcyclists who have felt so "larky" and care-free since they discovered that the law of the open road held few, if any, restrictions for them, now are in position to view the other side of the picture; the new law proposed by the National Highways Protective Society is in the nature of a mirror that renders the view possible. If the law or anything resembling it is enacted, New Yorkers, for the first time, will begin to appreciate how great and how precious is the freedom they have enjoyed; it is the same freedom enjoyed by pedicyclists and the users of horses. It was the first benefit secured by the F. A. M. It was not obtained without effort, for when the F. A. M. was formed, motorcycles were bracketed with automobiles and were taxed \$2 and required to display tags and, in the event of arrest, riders were subject to both fines and imprisonment. The F. A. M. officials not only lifted all of these burdens, but quietly and successfully prevented several successive efforts again to impose them. Since that time, however, administrations have changed and as the official on whom such work now must devolve, has publicly defined the "ideal motorcycle law" as one which includes fees and tags, the days of the New Yorkers' freedom appear to be numbered.

GROWTH OF POPE MEMORIAL FUND

More Men with Grateful Memories Add
Their Mites—Total Subscriptions now
Amount to Nearly \$2,000.

The past week proved an unusually quiet one in respect to the fund for the Pope memorial, but three additional subscriptions being received. C. E. Peterlin, the Grand Rapids (Mich.) grip manufacturer, who was in New York on Monday last, subscribed \$15, and Arthur N. Jervis and S. Wallis Merrihew, two old riders who at different times were members of the Bicycling World staff, each added \$5 to the list, bringing the total to \$1,989.60.

The total subscriptions to date are as follows:

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Southern Minister and His Mount.

In all of the voluminous and entertaining literature which has centered around "the minister's wife," because of her peculiarly intimate relation to the rest of the community, and the fact that she in a measure has to share her husband's duties, no mention



MR. AND MRS. R. R. MCKAIG

ever has been made in the past of a minister's wife wearing a divided skirt and riding a motorcycle en tandem with her spouse. As a pioneer in this phase of the life of a minister's wife, Mrs. R. R. McKaig, of Welsh, La., may therefore safely be accorded the honors. Rev. McKaig, who is a circuit rider, is an enthusiastic motorcyclist, and shortly after getting his machine he fitted it with a tandem attachment and steel stirrups hanging from the luggage stand, in order that Mrs. McKaig might accompany him, as shown in the illustration herewith. The rear saddle is fitted on a pipe that runs from the back of the first saddle to the top of an inverted V resting on the luggage carrier; the whole arrangement, as he explains, "costing only about \$2." In lieu of handlebars, Mrs. McKaig grasps her husband's shoulders when a particularly severe bump is encountered. With both of them on the machine, an afternoon's pleasure run often amounts to 75 miles.

One Cause of Magneto Misfiring.

It often happens that the magneto short-circuiting spring which is fitted to some types of machines, is inadvertently pushed against the control rod; or some other part, either in working around the machine, or when it is leaned against something. In

COMING EVENTS

December 6-11, New York City—Seventeenth annual six days bicycle race in Madison Square Garden.

January 8-15, New York City—Motorcycle section, Association of Licensed Automobile Manufacturers' tenth annual show in Madison Square Garden.

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

some instances, this occurs in such a manner as to cause a continuous missing and still not prevent the machine from running in spasmodic fashion. When missing occurs on a machine so fitted, it is well to see that this spring is not pushed to one side so that it is not grounded on some other part. The chief function of this spring, and in fact the only one, is to cut out the spark when the valves are raised, in order to prevent firing in the muffler, but it does not always properly perform its work. Through various causes the spring in time tends to become bent downward so that it does not come in contact with the pin on the control rod when the valves are raised, and the plugs continue to spark and firing in the muffler results. This can be remedied, of course, by bending the spring up so that it has a good contact with the grounding pin when the valves are lifted.

Power Lost When Bearings Bind.

An unaccountable loss of engine power often is caused by tight wheel cones, particularly in the coaster brake. When the chain, belt or cones are being adjusted, after they have been properly set, the tightening of the axle nuts sometimes draws up the cones also so that the bearings bind and heat. Often this goes on undiscovered for a long time until all the lubricant in the hub is used up, and then the bearings seize, and it generally is a bit expensive to replace the "innards" of a coaster brake particularly the motorcycle type. When this dragging and loss of power is noticed the wheels should be tested at once to see that they are free, and the hand placed on the hub shells to see that they are not overheated. On chain driven machines this binding also occurs in the counter shaft bearings occasionally, when they have been adjusted too fine and have become clogged with dirt. When this condition exists much power is lost through friction, and to avoid it the sprocket bearings should at all times have a slight amount of play. Owing to the high speed at which it runs, the bearings should be kept well lubricated.

WICKWIRE SAN ANTONIO'S STAR

Wins State Championship and the Fielding Medal—No Outside Talent to Worry the Local Riders.

Winning every event in which he started, Rex Wickwire, mounted on an Indian, was the star performer at the motorcycle races held in connection with the four days' automobile meet at the fair grounds, San Antonio, Tex., November 14 to 17. He captured three of the seven events, including the state championship, which carried with it the Fielding medal. The races were held on a new three-quarter mile track, which proved very fast, and the attendance was large throughout the meet. The fields were quite light, however, and were confined to local riders, so that all of the glory and spoils remained at home.

Five riders lined up for the state championship. It was run in two heats of nine miles each, and Wickwire bagged both, taking the first in 10:38 and the second in 9:51½. In the unlimited pursuit race, with four starters, Otto Leoloff (Thor) won, but not until E. R. Norberry (Excelsior) had given him a long and stern chase. No time was taken. The six miles consolation was easy for O. B. Smith (Indian) who won by a wide margin. E. R. Norberry took second and W. S. Hall third. Wickwire accounted for the only other race of the day, a six miles handicap. Time, 7:40. Carl Huser and George Briggs, both riding Thors, were placed in that order.

One of the most exciting races of the meet was the nine miles for twins, which had five starters. Wickwire's pusher-off fell in sending his man away, and the former was left at the post. The others had a long lead by the time he got going, but when he got his stride he made a great ride, and on the tenth lap he overhauled the last man, and thereafter easily maintained his lead and won by fifty yards. Huser (Thor) was second and Lee third. Lee Miller (Curtiss) won the three miles novice for singles, being clocked in 4:02. Bole (Excelsior) and Briggs (Thor) finished in that order. The six miles handicap lacked interest, because few were able to keep track of the riders' positions. Joseph Anderson, riding an Indian from scratch, was the winner. Morris and Briggs took second and third respectively. The summaries:

Three miles novice, single cylinder—Won by Lee Miller (Curtiss); second, Lee Boyle (Excelsior); third, George Briggs (Thor). Time, 4:02.

Nine miles, twin cylinders—Won by Rex Wickwire (Indian); second, C. Huser (Thor); third, T. K. Lee (Thor). Time, 10:50.

Six miles handicap—Won by Joseph Anderson (Indian) (scratch); second, R. E. Morris (Thor); third, George Briggs (Thor). Time, 9:22½.

Six miles handicap—Won by Rex Wickwire (Indian) (scratch); second, Carl Huser (Thor); third, George Briggs (Thor). Time, 7:40.

Unlimited pursuit—Won by Otto Leoloff (Thor). No time taken.

Six miles consolation—Won by O. B. Smith (Indian); second, E. R. Norberry (Excelsior); third, W. S. Hall (Indian). Time, 7:18.

Nine miles, state championship, best two out of three heats—First heat won by Wickwire (Indian). Time, 10:38. Second heat and race won by Wickwire. Time, 9:51½.

Newark to Have a Little Six Days.

Newark, which is in New Jersey, is to have its first six days race during the month of January, and incidentally the grind across the river will inaugurate the season for abbreviated six days contests, that is, so many hours a day for one week. The race will occur in the Essex Troop Armory during the week of January 25th to 30th, inclusive.

Announcement of the race was made this week and it follows that it will be under the management of John M. Chapman, who managed the Newark Velodrome last season, and who has had previous experience in conducting six days contests of the sort. For the reason that it will follow so closely upon the New York race, Chapman hopes to secure a more representative field of riders than otherwise might compete.

The race, which will be held upon a 12 laps banked board track, will last ten hours each day. The riding hours will be from 1 p. m. to 11 p. m. each day, and the race will be for teams, the same as the Madison Square Garden grind. Seating capacity for 5,000 people will be provided.

The teams have not yet been announced or is it likely that any definite plans concerning the riders will be made until after the New York race. It is stated, however, that Frank L. Kramer, T. C. '09, has been signed to ride. Kramer rode his first long race of the sort in Kansas City last winter, when he and Moran finished second to Root and Fogler in the final sprint.

Riders not Enriched by Buffalo Race.

Winning the recent 24 hours bicycle race at Buffalo, N. Y., did not net A. J. Clarke or Fred Hill any great amount of money. As the riders were competing upon a percentage basis they decided to divide the riders' share of the gate receipts—\$936—pro rata. As there were eight teams each rider's share of the spoils was \$58.50, or about the same that Clarke can win at any time in a quarter mile sprint race. The riders had their car fare paid to Buffalo, but the hotel bills for rider and trainer, the car fare of the latter to and from Buffalo, as well as the camp expenses, had to be deducted from each team's share of \$117, from which it is certain that none of the riders will be able to purchase a winter's meal ticket from the disbursements that resulted.

FOREIGN RIDERS REACH NEW YORK

Imported Teams that Will Compete in the Big Six Days Grind—Clarke and Kramer in a Match.

When the French Line steamship La Touraine docks in New York City this (Saturday) morning, there will, after the usual seance with the customs inspectors, disembark nine foreign riders, all but one of whom have come to America for the express purpose of competing in the forthcoming six days race which will take place in Madison Square Garden, New York City, the week of December 6th to 11th, inclusive.

The riders who sailed from Havre, France, last Saturday, and are supposed to be on La Touraine, are Walter Rutt, of Germany; John Stol, of Holland; Leon Georget, G. Germain, Emile Georget, and Charles Parent, of France; Cunilio and E. Carapezzi, of Italy; Reginald Shirley, of England.

The only rider of the number named who will not compete in the six days grind is Parent, the world's champion pace follower. He has been engaged to meet Robert J. Walthour in a special 10 miles motor-paced race, which may or may not be the feature of the preliminary race meet next Saturday night, 4th inst. The real feature of that meet doubtless will be the match sprint race between Frank L. Kramer, who won the American professional championship this season through a technicality, and A. J. Clarke, the Australian, who finished second in the series, and whose withdrawal in the final race gave Kramer a more or less hollow victory. The match race will be of more than ordinary interest, for the reason stated.

Plans for the six days race next week have progressed rapidly. The track, which will measure one-tenth of a mile, as in former years, will be started next Monday and will be completed in time to allow the new riders sufficient practice upon its sharp banks. Pending the completion of the ten laps wooden saucer, the foreign and other riders will devote their time to training upon the roads.

The foreigners do not appear as formidable an aggregation as have crossed the pond upon former occasions. The prowess of Rutt and Stol, who won in 1907, and finished second to Macfarland and Moran last year, is well known. Leon Georget and Emile Georget rode as a team in 1907, but the latter did not compete last year, Victor Dupre being Leon's stable mate. In view of the fact that Emile has been on the sick list for about a year it is doubtful if he will be a great help to his younger brother.

The other teams are Germain and Shirley and Cunilio and Carapezzi. It was learned that Germain is not the negro, but an old

time French plugger, but at any rate he is not a crack. Reginald Shirley is an English sprinter, ranking with Benyon, who blew up early in the race two years ago. This is the maiden offense for both Germain and Shirley, as it will be for Cunilio and Carapezzi, the Italian duo. Cunilio is not a track rider and he may find it difficult to accustom himself to such a small track as the Madison Square Garden oval. As a hardy road rider he is in a class with Gerbi, one of the best macadam fliers that the sunny peninsula ever produced. Carapezzi is a well known second-class sprinter.

So far as can be learned the field of contestants now numbers 17 teams, and unless there are eleventh hour changes the combinations that will whirl around the ten laps pine bowl all next week a million times or less, are as follows:

Root and Fogler, Anderson and Vanoni, Lawson and De Mara, Pye and Hehir, Lawrence and Halstead, West and Mitten, Krebs and Cameron, Galvin and Jones, Bardgett and Logan, Wiley and Drobach, Clarke and Macfarland, Walthour and Collins, Carapezzi and Cunilio, Rutt and Stol, Georget and Georget, Germain and Shirley, and Hill and Stein.

Diver Fast on Bay City's Rollers.

There was plenty of excitement at the second roller meet in San Francisco, Friday night, 12th inst., when the Bay City Wheelmen held its annual meet in Pritchett's Hall. Five clubs were entered with two men teams and for the first time in the history of the club the Bay City Wheelmen, represented by Fred Diver and Tom Burns, won for the club the trophy which it had donated. Diver made the fastest time of the evening, the watches giving him 2:15 for two miles. The added times of the competing clubs were as follows: Bay City Wheelmen, 4:50 $\frac{3}{4}$; New Century Wheelmen, 4:59 $\frac{3}{4}$; Golden City Wheelmen, 5:10 $\frac{3}{4}$; Oakland Wheelmen, 5:11 $\frac{3}{4}$; Alameda Wheelmen, 5:56 $\frac{3}{4}$.

Murphy and Brown Split Even.

Brown and Murphy shared honors in the bicycle races at the 23d Regiment games at the armory, Brooklyn, N. Y., Saturday night last, 20th inst. Murphy on 100 yards, defeated Brown, the scratch man, in the mile handicap, Nelson, 60 yards, finishing third. Time, 2:21. Brown won the two miles handicap from the honor mark, and Nelson, with an allotment of 170 yards, defeated Murphy, who started from the same mark, for second prize. Time, 5:06 $\frac{3}{4}$.

Snow Causes Two Postponements.

The rain, snow and sleet of Thanksgiving events scheduled to occur that day in the metropolitan district—the Olympic Athletic Club's motorcycle racemeet at Newark, N. caused the postponement of the only cycling J., and the mixed hill climbing contest on the Fort Lee grade. Both affairs will be decided today (Saturday).

AFTER CROSS-CONTINENT RECORD

Backenstoss to Cycle from New York to San Francisco—His Previous Interesting Trans-Continental Experience.

When the robins nest again, and this part of the country discards the mantle of winter for the more cheerful raiment of mellifluous spring, a rider unknown to the younger generation, but whose prowess nevertheless is unquestioned, will attempt a feat that has been tried by many in the last decade.

The rider in question—Mervin E. Backenstoss, of Harrisburg, Pa.—will attempt to break the transcontinental bicycle record, that is, from New York to San Francisco. Many riders have attempted to lower the existing figures, but they either have met with mishaps or have not possessed the necessary firm backbone for such an undertaking, an attribute that Backenstoss possesses.

Backenstoss was in New York City recently while on a 500 miles bicycle tour, and while here visited the Bicycling World office, and unfolded his plan. Backenstoss is in business for himself in Harrisburg and can afford to take the time necessary for a transcontinental trip. He is not certain exactly when he will start, but it will be early in the spring at any rate.

Backenstoss, who is a well set up, but extremely modest young man, has not been in the limelight since 1900, when he made a 4,000 miles trip from New York City to Seattle, Wash., "just for the fun of the thing," as he expresses it. He left City Hall, New York, at 1:30 p. m., May 16th, his outfit consisting of a Hartford-tired Eclipse bicycle, fitted with a Morrow coaster brake, a revolver and cartridge belt, a toothbrush, a camera, a rubber blanket, and a small hunter's camping outfit.

After numerous adventures and much hard riding, for there were not as many roads then as now, Backenstoss arrived in Seattle August 5th, making 81 $\frac{1}{2}$ days from New York. He lost 11 $\frac{1}{2}$ days through rain and illness, so that his actual riding time was 70 days. His cyclometer registered 3,986 miles. He had to cross four mountain ranges—the Blue, Rocky, Bitter Root and Cascade—to say nothing of the Bad Lands, North Dakota, and the Alkali Desert, in Washington.

Not the least noteworthy feature of Backenstoss's long trip was the fact that he accomplished this journey without a single puncture, although he had to buy a new rear tire at Helena, Mont., when a sharp rock came in contact with the fabric. When he arrived in Seattle the front tire contained the same New York air that was pumped in before the start.

In the nine years that have intervened since that time Backenstoss has been attending to business, although he has found time to ride a hundred miles or so every

week in the year. The average rider, if he does not change his bicycle every year, as a rule does so every two or three years, but not so this Harrisburg plugger. Backenstoss is still riding the same bicycle that carried him safely across the continent in 1900, but says that he will probably get a new one before he sets out for the New York-San Francisco record.

Whether the Harrisburg rider will break the record is problematical. It was made in 1896 by Norman De Veaux and John La France, under the auspices of the Century Road Club of America, and stands at 37 days 14 hours 15 minutes. These men rode from San Francisco to New York, and as they had the advantage of pace from each other, it is doubtful if Backenstoss can lower that excellent record. However, he intends to make the trial, and for the sake of the journey alone, whether he succeeds in breaking the record or not.

Evans Again Breaks English Records.

G. Lee Evans, the successful rider of the Indian motorcycle abroad, whose recent exploits have caused the Englishman to figuratively sit up and take notice, has come in for more laurels. After breaking the British two hours record for single cylinder motorcycles, and losing it again, Evans has succeeded in once more placing the record at his belt, the performance taking place at the Brooklands track November 13th.

On November 11th, F. A. McNab, F. W. Dayrell, and H. Martin, set out to break the 50 miles, 100 miles and 2 hours record, which previously had been cracked by Evans, on his 4 horsepower Indian, single cylinder records being recognized in Great Britain. Darrell gave up after three unsuccessful attempts, but McNab had better luck. He made the 50 miles in 55:07 $\frac{1}{2}$, beating Evans's time by 3:12 $\frac{1}{2}$; the 100 miles was covered in 1:51:31 $\frac{1}{2}$, which was 2 minutes 48 $\frac{3}{4}$ seconds faster than Evans's previous performance, and in the 2 hours he covered 107 miles 1,385 yards, or two miles 1,300 yards more than Evans had accomplished in the same period. Martin, who was trying for the records for multiple cylinder machines, stopped at 50 miles with a broken oil pipe.

Evans was determined to show that his machine was capable of more speed than it had shown when he originally broke these records, so he started on the Brooklands track, November 13th, to put holes through McNab's times.

Although there was a strong wind blowing and the air was so cold that his carburetter was covered with ice after he had gone 50 miles, Evans set out to cleave holes in the atmosphere. He covered the 50 miles in 53:58 $\frac{1}{2}$, which was 1 minute 9 seconds better than McNab had done two days previously. One hundred miles were reeled off in 1:50:24 $\frac{3}{4}$, breaking McNab's record by 1 minute 6 $\frac{1}{2}$ seconds, and in the two hours Evans had rolled up 108 miles 1,367 yards, or nearly a mile greater than the other rider had covered.

"SPARES" THAT CAN BE SPARED

Replacement Parts Judiciously Selected or
Damaged Through Lack of Precaution
—"Tricks" for Safe Carrying.

It is not short of remarkable how many "spares" carried by motorcyclists prove to be damaged or worthless when the emergency arises that calls for their use.

Many is the spare spark plug, for instance, that is rendered useless by being carried loosely among a lot of joggling parts or tools, when it might have been protected simply by slipping it into a piece of rubber hose of suitable size and slightly longer than the plug itself, and the ends of the hose stuffed with waste, and wrapped with tape to prevent the plug working out. Another safe way to carry a plug is in an empty shaving stick container, with small balls of waste at either end to prevent the plug rattling around and damaging the points.

It is not enough to wrap a piece of cloth around a spare valve, secure it with a string and toss it in among a lot of loose tools, and, after it has danced with files, cold chisels, wrenches and the like for several hundred miles expect to find it ready for service when one of those in the engine has quit. The cloth will be cut to shreds in a few miles, and then the tools will make short work of the face of the valve. A good way to protect a spare valve from being damaged by other tools, is to take an old inner tube which has outlived its usefulness, cut out two squares of rubber slightly larger than the diameter of the valve head, punch a small hole in the center of one piece and slip it on to the stem as far as it will go, then place the remaining slab on top of the valve, with edges matching the lower one and knit them together with fine wire. This will act as a buffer against the assaults of tools, and if properly done, it will preserve the valve from injury.

There is no sense in loading the spare parts sack with a miscellaneous lot of screws, nuts or bolts which will not fit the machine, but which are carried in the hope of being useful sometime or other in some unforeseen emergency. It is rare that such stuff ever proves worth its salt, and it is much wiser to carry a few parts which will fit, and which experience has shown are likely to be needed more or less frequently.

Repair kits, spare parts and inner tubes should be inspected occasionally to see that they are in condition for use if needed; otherwise they practically are "deadwood." Repaired tubes which have been carried for some time without being used, are apt to develop cracks through being folded, or the edges of the patches are likely to roll back if the cement used was of poor quality and dried up, or the repair was not

done properly. These annoyances are not likely to be discovered, until the tube is wanted to replace a punctured one, unless it is tested occasionally to see that it is in good order.

Cycle Loot by the Wagon Load.

Wagon loads of new, old and middle aged bicycles, together with bags full of tires and packages of cycle parts, all of which were found as the result of a raid on a house occupied by Mexicans on South Main street, Santa Ana, Cal., have confirmed the local police in the opinion that they have run down a gang of cycle thieves who have long been operating boldly in the district. In the raid only a man and a woman were found occupying the house, but the police waited and arrested three more Mexicans who put in an appearance later. A number of the machines have been identified.

Trick Rider Built into a Book.

Andre Castaigne, long famous as an artist, has proved himself no less notable as a novelist in his latest story, "The Bill Toppers," which has just been published simultaneously in France, England and America. The story deals with the varying fortunes of a bicycle trick rider on the vaudeville stage, and is the sort of a book that people sit up all night to read. The author is well qualified to handle the subject, for he is an ardent cyclist and spends most of his time awheel on the roads near Paris. Castaigne is only one of many novelists who derive their greatest pleasure and relaxation from cycling.

Unusual Accident Leads to Jail.

Although New York possesses a law which prohibits the carrying of children on the handle bars of bicycles, it long since became a dead letter. In Germany also a law of the sort appears to be in effect, for recently a Saxon cyclist who carried his child in that manner and met with an accident that resulted in the death of the youngster was sentenced to six weeks' imprisonment. The court took small account of the father's great grief and imposed the sentence as a warning to others guilty of such criminal carelessness.

Made a Bicycle His Meal Ticket.

American "hoboes" are not the only persons who like to be committed to prison as vagrants for the sake of a warm place to sleep and the assurance of something to eat during the bleak winter months. In the Greenwich (England) Police Court last week a man charged with the theft of a bicycle stated that he stole the machine as he had just come out of prison and liked it so well he wanted to go back.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

EXHAUST VALVE EMERGENCY AROSE

When It did the Narrator Discovered that
"Pride Goeth Before a Fall"—How
a Difficult Repair was Made.

"Its all very fine for you to boast that you never carry any spare parts, and that you never are hung up for want of an exhaust valve, contact breaker spring or something in that line," retorted the Reformed Scorchers, as one of the party finished relating that he didn't carry spare parts and was proud of it because he never had had occasion to use them, "but that is a very weak argument you are advancing to support your contention."

"In the early days I had a machine which enjoyed, and still does, I believe, a particularly good reputation for the longevity of its exhaust valves, and I had so much confidence in the durability of those valves, which cost \$3 per, that for two whole seasons I could see no good reason for investing that amount in something which I probably never would use. During that time I enjoyed such freedom from valve troubles, that I never even reflected what would happen if a valve did break; that was a possibility which never occurred to me. It was during my third season with the machine that I was converted to the value of spare parts.

"A chum of mine proposed a week's trip of about 600 miles, with his home town as our main objective, and I readily assented. In due time we completed our preparations, and by the way, these did not include any spare valves, but we did carry some extra chain links, a liberal supply of tire patches and cement, and a few tools.

"All went well until the third day, when I discovered that one of the front forksides was broken, although I did not remember any unusual occurrence which might have caused it, and the steering was not affected by the break. The fork was of the hinged type with double sides for half its length, and the fracture had occurred in one of these, between the hinge and the crown. When the break was discovered we were quite some distance from any large town, where we would be likely to effect a replacement, and I was a bit dubious as to the wisdom of riding further with a fork which might let go altogether, and possibly land me on my head. However, my companion was inclined to take a more optimistic view of the situation, and after drawing up the springs until the fork practically was rigid, we resumed our journey, but at a slower pace. I kept close watch on the fork to see if it was holding up, but there appeared no further signs of sagging or of an impending break and gradually my confidence in the fork increased, and we rode harder and I forgot all about the broken fork. In fact, when I did have an opportunity to replace it I did not bother to do so, and I

let it remain in the machine until we reached the factory on our return trip. It was on the fourth day, when we were sailing merrily up a 4 per cent. grade, and had nearly reached the top, that that exhaust valve of mine, which had come with the machine, and had done duty for over 5,000 miles, snapped off near the head.

"After removing the broken valve my chum and I talked things over and decided that towing was the best solution of the problem, until we reached a garage or bicycle shop, when we would try our hand at reuniting the broken pieces temporarily. This decided on, the next requisite was some rope if the towing plan was to be carried out. A few rods from where we stopped was a farmhouse, and for half a dollar I got a 20 foot length of stout rope, and soon had one end fastened to the seat post of my companion's machine, which, by the way, was a twin, and wrapping the other end around my waist, we got under way.

"After riding about seven miles we came to a blacksmith shop on the outskirts of a small town and stopped to see what facilities it offered for the job we had in hand. During the ride to the shop, both of us had been devising plans for repairing the valve, but my chum, who was an Al mechanic, evolved a clever scheme, and without telling me what he had in mind, started to carry it out immediately after we reached the shop. The first thing he did was to ask the 'smith if he had any 3-16 taps and dies, and the latter said he guessed so, and after pawing around in a drawer filled with all sorts of odds and ends, he finally produced what was wanted. Then my chum's plan began to dawn on me, but I said nothing, as he was one who did not talk much when he had a job on hand. The stem had snapped off close to the head, and he told me to square up the jagged end.

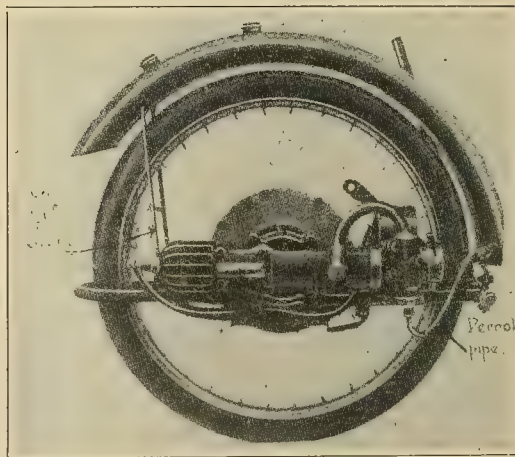
"Meanwhile he had another talk with the 'smith, who had left us to ourselves, and came back with a rusty breast drill and a drill which he had unearthed somewhere, and told me to drill a hole $\frac{1}{2}$ inch deep and tap it; also to be very careful to get the hole central and not to break the tap. While I was doing this he hunted around and found a piece of 5-16 steel rod, the same as the stem, and cut it off, to the proper length, filed down one end for half an inch, then threaded it, and next filed the other end so the spring cap which had a $\frac{1}{4}$ inch hole in it would slip on. Then he screwed the stem into the head, drilled a hole for a pin at the bottom, in place of the usual key, and the job was done. The smith said he would be satisfied with a dollar, and we soon had the valve in place and were on our way again. The machine ran as good as ever with the makeshift valve, but my chum cautioned be against fast riding lest I might burn off the stem.

"They gave me a new valve when we reached the factory," concluded the Reformed Scorchers, "and do you know, I used up three valves that season, but I always had a spare ready thereafter."

TRYING TO TRANSFORM BICYCLES

English Inventor Departs from the Usual Method—Ingenious Contrivance and How It Applied and Operated.

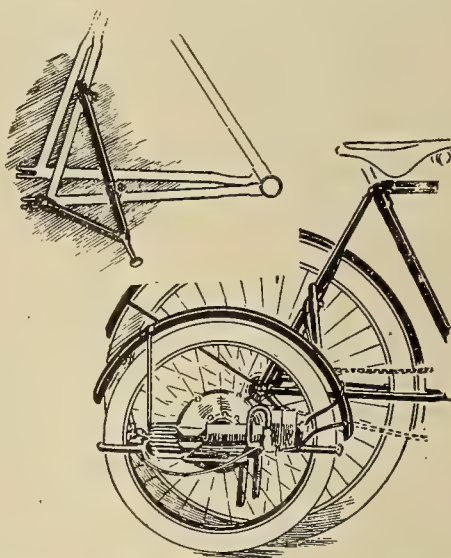
Despite the many doubtful attempts which have been made in the past to secure an efficient means of converting the ordinary pedal-propelled bicycle into an engine-driven mount, the effort still continues, and finally has resulted in the evolution of a brand new method of attack by an English designer. This device, which he styles an "auto-



THE WALL "AUTO-WHEEL"

wheel," is being introduced by A. W. Wall, Ltd., of Birmingham, and was one of the few radical developments to be seen at the Stanley show in London, and, though it may serve on hard, unrutted pavements, it is certain that it will never prove practical for the unimproved dirt roads of America.

As may be seen from the accompanying illustrations, the Wall system is not, as in so many other devices, intended for a similar purpose, an engine attachment to be se-



METHOD OF ATTACHING "AUTO-WHEEL" TO BICYCLE

cured to the frame of the ordinary bicycle; but is, as its name implies, a complete and independent propeller wheel, which may be coupled to the rear wheel of the bicycle without involving any changes in the construction of the latter, and without in any

way altering its usefulness for the purposes of pedal propulsion when it is desired to return to that method of driving. The power wheel acts merely as a detachable tractor, and as such may be readily attached or detached, the only extra fitting required for the bicycle being a clip which may be affixed permanently to the rear fork stay.

Mechanically, the device consists of a driving wheel with extra large hub, especially contrived to house the engine fly wheel and the transmission; a light frame, which is clamped to the bicycle at one side; a mud guard, which also forms the gasoline and oil tanks, and the motor complete. Thus the power unit is so contrived that it is entirely independent of all outside connections, save such as are required to control the motor. These functions are served by means of two Bowden wire connections, which are led to the handle bars and afford the operator exactly the same sort of control as is obtained with the ordinary motor bicycle.

The engine is of the two-cycle type, using a separate cylinder for inducting and compressing the charge, instead of the more ordinary crank case compression. The working cylinder measures $1\frac{3}{4}$ inches and the stroke is 2 inches, the rated power being claimed as $1\frac{3}{4}$ horse. The engine is air-cooled, and has cylinder, crank case and compression cylinder cast in one piece. Further ingenuity is displayed in the construction of the piston, which as a unit serves for both compression and working cylinders, the central webbed portion being formed around the crank shaft in such a way as to clear it at all times, while still retaining sufficient strength to fulfill its intended purpose.

Ignition is by Bosch magneto, that device being mounted on a bracket alongside the compression cylinder, and being driven from a short auxiliary shaft by means of bevel gears. The frame to which the engine is secured is in the form of a single closed loop of tubing, which surrounds the wheel and also supports the combined mudguard and tank. Transmission is by means of a planetary reduction within the hub, affording a reduction of six to one. Besides housing the gears, the hub casing also encloses the fly wheel, thus adding to the neatness of the contrivance in a general way and protecting the working parts from dirt.

Attachment to the bicycle is made by means of a hinged arm, which slides into a sleeve which is attached to the bracket permanently clasped to the rear stay, and by an arm which is affixed to the rear axle under the usual axle nut. The arrangement thus permits sufficient latitude of free motion to allow the power wheel to accommodate itself to any inequalities in the road. The wheel is 20 inches in diameter and is fitted with a two-inch motorcycle tire. The weight is said to be somewhere about 40 pounds, and the outfit is supposed to be capable of propelling an ordinary bicycle at varying rates of speed up to 18 miles an hour on level roads.

374 DAYS FROM SAN FRANCISCO

Meriweather Completes Slowest Cross-Continent Journey—Followed Southern Route and Had Hard Work.

Bronzed from his long exposure to the sun, wind and rain, Herbert F. Meriweather arrived in New York City Sunday afternoon last, 22d inst. Meriweather since that time has dodged all efforts of the Bicycling World to interview him, and as a result, inconsistencies in published stories of his travels are not possible of explanation.

According to statements made on his arrival in New York, Meriweather had covered 6,049 miles, when his tires touched the asphalt of New York City. In Newark, N. J., the day before, his mileage to that point was given out at 6,091. As Newark is only about 8 miles from Manhattan, the discrepancy in figures is obvious. As Meriweather neared New York, whole weeks and months were dropped en route, and his journey was made to appear almost in the light of a record performance. When he reached Reading, Pa., on November 6th, it was then stated that he left San Francisco September 21. When he got to Newark and New York, his date of departure from the California metropolis was given as August 17th.

As a matter of fact Meriweather left San Francisco, accompanied by W. C. Deane, of the San Francisco Motorcycle Club, November 11, 1908, which was nine days more than one year ago from the time he arrived in New York City. The object of the journey, it was stated at that time, was merely to make the trip overland by a route that never before had been tried by a motorcyclist. The route from San Francisco was to Los Angeles, and thence southeast through New Mexico, Texas, Louisiana and Mississippi, and northward through Tennessee, Kentucky, Ohio, West Virginia, Pennsylvania, New Jersey and New York. It is a route that calls for pushing, panting and perspiring, and that Meriweather did his full share there is no doubt.

In New Mexico Deane, who had had trouble with his machine, quit and returned to San Francisco, later coming to New York by train. Meriweather continued alone and frequently has been lost sight of for weeks at a time. At Reading, Pa., where he arrived November 6th, he was interviewed while "passing through" and was next heard of 15 days later in Philadelphia.

Meriweather, of course, has had varied experiences since leaving Los Angeles. One of his most exciting adventures consisted in being nearly lynched in Sanatobia, Miss. According to the story told in New York, he was arrested for frightening a horse driven by a woman. He said it was the first motorcycle ever seen in that community and as the woman was injured in the

accident, the residents were highly incensed and threatened to lynch him. Six guards were placed about the jail, he said, and the sheriff had to spirit him out of the community the following night. At Reading the same tale was told, except that it was supposed to have happened in Baton Rouge, La., that the team was driven by a man, and that after paying a fine to the mayor in the morning he was released. Otherwise the stories agree.

Other experiences consisted in getting lost in the Louisiana forests, miring in Texas quicksand, and in being narrowly run over by trains when forced to bump ties. His longest day's travel, it is claimed, was 215 miles. Whatever else may be said of it, Meriweather's journey will stand as

**Morgan & Wright
Motorcycle
Tires**

would not now be
ridden by almost
every well-known
race and endurance
rider in the country
if they had not
conclusively proven
themselves to be
on a plane above
other tires in the
matter of speed,
dependability and
wearing qualities.

**MORGAN & WRIGHT
DETROIT**

the slowest cross-continent trip made since the days of ox-teams.

One Day's Work of a Tire Slasher.

Tires of 25 bicycles were slashed as the machines stood at different points along the main street of Green Bay, Wis., on a recent evening, and the police have been roused to a semblance of eager pursuit of the culprit or culprits, because of the indignation of the victims. Many of the tires were cut so badly that they cannot be repaired, which has lead some of the more frivolous minded citizens to suggest that probably the "slasher" holds stock in a tire company.

To Repeat Hare and Hounds Chase

An old fashioned hare and hounds chase should attract a lot of keen-scenters to the Empire City track, New York, tomorrow (Sunday). After a lapse of many years the Century Road Club of America, last year revived this once popular game and it proved such a success that its repetition tomorrow is the result. The chase will be the feature of the club run which leaves Columbus Circle at 8:30 a. m.

FRAMING NEW LAW FOR NEW YORK

Motorcycles Again Linked with Automobiles—Fees, Tags and Many Rigid Requirements in Prospect.

If the law now being drafted by the National Highways Protective Society, of which Henry Clews, the New York banker, is president, is passed by the forthcoming legislature, the motorcyclists of New York state speedily will regretfully discover that "things are not what they used to be." The so-called protective society is "gunning" for automobilists and to kill two birds with the same stone, the officials have included motorcycles as well as motor cars in their proposed act, the essential features of which are as follows:

The appointment of a highway commission consisting of three members, who shall have the sole power of issuing licenses, such licenses to be granted only after the applicant has passed an examination as to his ability to drive an automobile or motorcycle, under congested traffic conditions, and after an examination, also, as to his mechanical knowledge; the highway commission to have the power also to revoke and reissue licenses.

A license fee not to exceed \$3 for the original license, and \$1 for each yearly renewal, no license to be issued to any person under the age of 18.

Any person driving an automobile or motorcycle while under the influence of liquor, to have his license revoked.

Licenses to be revoked or suspended when the rider has been arrested for reckless driving, and convicted more than once under this act.

Running away after an accident, caused by his act, to render the motorist liable to imprisonment for one year, together with revocation and prohibition from driving an automobile or motorcycle in New York state.

A yearly tax on automobiles and motorcycles to be based on the horsepower of the machine, at the rate of \$1 per horsepower.

Racing prohibited on all highways.

Wanted Cops' Motorcycles Locked up.

Following his arrest by two motorcycle policemen of the Los Angeles force, R. B. Haynes, accused of speeding his automobile, astounded the court by insisting that the officers' motorcycles be put under lock and key until his trial should come up, in order that experts at the trial might test the policemen's speedometers. His request was referred to a magistrate, who couldn't see it."

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

FACING A DRASTIC ORDINANCE

San Diego Motorcyclists Seeking to Modify Its Severity—Would Limit Speed to Four Miles per Hour.

Exasperated by the prevalence of scorching and open mufflers, the city council of San Diego, Cal., has before it for adoption an ordinance limiting the speed of motorcycles to four miles per hour, requiring that their mufflers be kept closed and forbidding their use by boys under 16 years of age. The ordinance provides also for the payment of a registration fee of \$5 and for the display of numbered tags. For a first offense, a fine not to exceed \$200 is outlined, and for a second one, a fine of \$500 and imprisonment.

As the passage of the ordinance would render the use of motorcycles practically impossible, the San Diego Motorcycle Club bestirred itself and to make the best of a bad bargain, a committee was appointed not to endeavor to defeat the proposed law, but to have it modified. This committee filed the following plea:

"The undersigned committee of the San Diego Motorcycle Club respectfully represent that said club is the representative of the motorcycle dealers and owners of this city, and as such is heartily in favor of an ordinance controlling the use and operation of motorcycles on the streets of San Diego, and therefore favors the passage of an ordinance such as the one now proposed, and upon the passage of such an ordinance will do everything in its power to see that the same is strictly complied with.

"In order that such an ordinance may be complied with, your petitioners recommend that the proposed ordinance be amended as follows:

"That section one be amended to fix the maximum speed at 15 miles an hour within the limits defined and 20 miles an hour outside said limits. Our reason for recommending this amendment is that motorcycles having but one gear and the speed thereof being controlled entirely by the spark and throttle, cannot be run at a speed of 10 miles an hour up-grade. We call your attention, in this communication, to the fact that motorcycles are under much better control than automobiles and that any motorcycle running at the rate of 15 miles per hour can be stopped within 20 feet.

"That section 2 be amended to provide for a fee of \$1, instead of \$5 as proposed. That said fee should not be exacted from any non-resident of the city on a journey. The exaction of any fee from owners of motorcycles appears to be a discrimination inasmuch as no fee is exacted by the city from owners of automobiles or other vehicles. We respectfully call your attention also to the fact that section two of the proposed ordinance provides that the fee must be paid by every owner of motorcycles, which, lit-

erally constructed, would include fees for every motorcycle kept in stock by dealers.

"That the provision requiring numbers to be placed upon lamps be eliminated. The only lamps possible to use upon motorcycles is a small acetylene lamp of very high power and to place numbers thereon would only tend to obscure the light and the numbers would not be distinguishable. Your petitioners ask for favorable consideration of the suggestions herein made.

(Signed) "The San Diego Motorcycle Club, by H. L. Northern, president; F. W. Downs and C. A. Sheppard, committee."

Synchronizing Stop Watches.

It is desirable where several stop watches are to be used at a contest to compare them for accuracy before the events begin, and while this is best done by a jeweler, it is not always convenient, either through lack of time or otherwise, to have them synchronized in this way. For a ready and practical trackside comparison, a good method of testing is to place two watches with stems end to end, and have one held firmly while the other is pressed gently. After a reasonable period, say one minute, they should be stopped in the same manner, and compared. If there is any variation the test should be repeated several times, in order to determine definitely how much it amounts to, so that proper allowance can be made for disagreement when times are being taken. Of course, this method is not absolutely accurate, as the springs in the stems are apt to be of variable strength, so that a certain pressure will start and stop one watch before the other, but good approximate results can be obtained. This test applies to watches which are operated by stem pressure only, and which have no separate lever set.

Apart from its most obvious function, a stop watch is handy to keep tabs on the maximum speed of a machine, and frequent tests will show whether there is any increase or decrease, and also will give an insight into the approximate speed with the spark and throttle in various positions. This knowledge obtained, a very simple and fairly reliable "speedometer" can be rigged up by making a series of notches on the handle bar tube and one on the grip, or vice versa, and committing to memory the speeds which the various notches represent.

Where Motorcycles Have the Advantage.

The difference between motorcycles and motor cars is sharply emphasized by the proposed revision of the laws of Norway and Denmark, where at present both types of vehicle are forbidden to travel at night, except during two months. The new laws, if passed, will lengthen the period of automobile travel to nearly five months, from April 15 to September 1st, while the limitation will be entirely removed from motorcycles, which will be permitted to use the roads at all hours of the year around and regardless of the position of the midnight sun.

FIGHTS FOR CYCLISTS' RIGHTS

Phoenix Newspaper Attacks an Arbitrary Police Department—Open Officials' Eyes to Some Pertinent Facts.

While editors of newspapers in large cities periodically amuse themselves and prove the narrowness of their viewpoints by writing of "the passing of the bicycle," their contemporaries in smaller places, who really are close to the people, know better, and when occasion requires do not hesitate to prove it. Phoenix, Ariz., is a case in point. There, as in nearly all save the trolley-ridden big cities, the bicycle remains the vehicle of the masses, and is a live issue—so very much alive that the Phoenix Democrat in that city, in the interests of the public, has "taken a fall" out of the police department by printing a few things which the latter should recognize, and has "handed" the officials a jolt on the cycling question which is calculated to make them "sit up and take notice" when they recover from it.

"The bicycle question is up again by the city police," says the Democrat, "and it is given out officially that all people caught riding bicycles on the sidewalk will be arrested and fined.

"There are 2,500 bicycle riders in Phoenix," it continues, "and in the eyes of the city they are no better than a lot of dogs. The city sprinkling carts keep the streets muddy, and the city wants to run things with the fines collected from the bicycle riders for getting off of the muddy streets onto the sidewalks.

"The city has assumed the authority to force the property owners to put down cement sidewalks, and outside of the business part of the town more bicycle riders use the streets than pedestrians, and yet no provision whatever is made for the bicycle riders.

"Apropos, there has not been a person hurt by a bicycle collision on a sidewalk in ten years, and there never was much sense in driving them off of the sidewalk. However, the kick does not come from the fact that they are prohibited the use of the sidewalks. The kick is because they are driven off of the streets by the sprinkling wagons.

"Now, the just, fair and decent thing for the city to do is to set apart a portion of each street for bicycle path, run the roller over it and compel the sprinkling wagons to keep off of it. The bicycles would soon harden the ground in shape.

"The city has made a mistake. There has never been a public cry against bicycle riding on the sidewalks. The kick has always come from the police and the law is the result of a police demand. Put to a vote in Phoenix, the sidewalks (outside of the business part of the city) would be thrown open to the bicyclists by the wish of almost every one."

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BELGIANS BRISTLE AT BREYER

Brussels Sporting Paper Indignant that no
Belgian Teams Appear in New York
Six Days Race.

Like a little cocker spaniel whose ire has been aroused by the impositions of a fox terrier, Belgium has her dander up. She is fairly bristling with indignation as expressed through the editorial utterances of a prominent Brussels daily sporting paper. And it is all because the Belgian sportsmen imagine that France and her promoters are in a conspiracy to keep riders of the former country from having a chance to distinguish themselves. The following translation speaks for itself:

"Frenchmen always have had—perhaps involuntarily, because of the small superficies of our country—a very poor idea of the Belgian athlete. This narrow-minded opinion makes their vast country look larger, which of course must be very comforting to them.

"Whenever a Belgian star makes his appearance in the sporting firmament, and shines so brightly that it is in danger of eclipsing a French constellation (a Verbist, a Van Houwaert, a Vanderstuyft, a Constant le Marin, a Donners, a Feyaerts, a Pletincks, a Schroeven, etc., etc.), our southern neighbors immediately make plans to humiliate him, perhaps indirectly, but always at the proper time, in order that nothing may stand in the light of their unreasonable self-love.

"In this manner French patriotism (the word is too eminent for the feeling) is warmed by continual soft caresses and the sporting facts are viewed through glasses of characteristic French magnification and fabrication.

"Such a regrettable error of narrow-mindedness is greatly to be lamented. Too long, and also too often, has this patriotism (sic) been the cause of much dissatisfaction and arrogant kicks.

"If it is impossible to prevent the French papers and leaders of sport from continually favoring their own athletes, as having

the greatest merit, and also throwing in their way all the financial emoluments attached to such glory, and as these conditions may be actuated by the influences of such 'patriotism,' we Belgians must prevent what can be, in general, called imminent danger for those sports followers in our country, because primarily the French disdain for the Belgian is apt to be transmitted to other countries, if the Frenchmen are to be permitted to control what is supposed to be international competition.

"One of our best long distance riders, one who has the necessary qualifications to take part in the six days race, and who is in splendid form at the present time, would like with another compatriot as good as himself, to protect our national colors in the forthcoming race, which for years has been recognized as the test supreme for long distance riders. He made his application to the French sporting leader appointed by Pat Powers to engage the European teams wishing to compete in the six days race.

"The sportsman in question told our rider that his application had been forwarded to Powers and that he would let him know Pat's decision. The returns came from America and it is stated that besides Rutt of Germany and Carapezzi of Italy, the only riders engaged are the Frenchmen Lapize, Leon Georget, Brocco, Cornet and Pouchois. They are all first class riders, that we will not deny, but regarding our countryman, not a word—nothing at all. Our rider considered that favoritism was being shown and upon the advice of friends sent his application directly to Pat Powers, at the same time asking if only French riders are to be allowed in the race. He is still waiting for a reply.

"It may be that our rider's application was never received by Powers, and for that reason are willing to wait for a confirmation from America before proceeding further. The affair is one of paramount national importance to all Belgian sportsmen.

"Last year the Americans expected a Belgian team—Vanderstuyft and Verlinden—and, if we are not very much mistaken, the New York public was greatly disappointed that the team did not compete. The

team of Lafourcade and Labrousse—inferior riders—was substituted in place of the desired Belgian duo.

"If the same fraud is committed this year, and the Belgian team is denied the chance to show their prowess in New York, we shall fight with all our strength against such mean sport-damaging tactics, and even financially fight Victor Breyer."

Bratz Leaves Salt Lake Telegram.

Walter D. Bratz, the well known and popular bicycle authority of Salt Lake City, has severed his connection as the sporting editor of the Evening Telegram of that city. Because of his intimate knowledge of bicycle racing and his impartiality Bratz was extremely popular and will be missed in the Mormon city. He has gone to Ely, Nev., where he is largely interested in mining enterprises.

Cyclist Nursed an Unique Revenge.

Confined to the hospital for a week as the result of a collision of his bicycle and himself with an automobile, E. T. Rowe, of San Jose, Cal., nursed his wrath until he could get out and file a complaint against the driver of the motor car, W. McGovern. He did not, however, sue the latter for assault or damages, but had him arrested for operating a machine at night without a light.

Danish Club Has Its First Deficit.

For the first time in the history of the association the Danish Bicycle Club, the Danish member of the Union Cyclists' Internationale, closes the year with a deficit, which amounts to \$850. Unfavorable weather and the inability of Ellegaard to take part in the world's championship meeting at Copenhagen adversely affected the club's receipts, according to President Kalom.

Buffalo Club's Remarkable Growth.

The new Buffalo Motorcycle Club has grown in a fashion suggestive of Jack's famed beanstalk. Within a month its membership has increased from 12 to 96. Its president, W. Q. Cramp, has been appointed F. A. M. local commissioner, and expects to have the club affiliate with the national body.

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RECENT PATENTS.

925,376. Ball Bearing. Ross S. Phillips, Milo Harris and John F. Dearing, Jamestown, N. Y.; said Phillips assignor to Hiram E. Butler, Jamestown, N. Y. Filed April 15, 1907. Serial No. 368,228.

1. A race ring for ball bearings composed of two hardened ring parts having a central annular space between them, each of said ring parts having a complete ball race thereon, and a seal of soft metal in said space to hold said rings in an adjusted relation.

924,973. Back Pedaling Coaster Brake. Frederick S. Ellett, Elmira, N. Y., assignor to Eclipse Machine Company, Elmira, N. Y., a Corporation of New York. Filed July 8, 1908. Serial No. 442,614.

1. In a back pedaling coaster brake, the combination with a driver, of a driven hub; a brake anchor, projecting within the hub and having an inwardly directed wedge at its inner end; a non-rotary, longitudinally movable, brake supporting sleeve, having a wedge opposite to and directed toward the said wedge on the anchor; an expandible, longitudinally movable, brake-ring, split longitudinally to receive said wedges, and beveled at its edges to engage them; and means, operated by the driver on back pedaling, adapted to force the brake supporting sleeve and brake ring longitudinally to expand the latter; substantially as shown and described.

925,810. Bicycle Coaster Brake Lock. Charles C. Hopping, Longbeach, Cal. Filed Oct. 1, 1908. Serial No. 455,715.

1. The combination with a coaster brake hub and frame, of means forming an eye rigid with the hub, and a padlock encircling the frame and engaging the eye.

925,368. Magneto Electric Machine. Ernset Troike, Sandusky, Ohio, assignor of one-fourth to Paul Troike, Sandusky O. Filed Nov. 30, 1908. Serial No. 465,295.

The herein described magneto-electric machine, comprising a main support, magnets supported thereon, a pair of pole-pieces associated with the ends of the magnets, an armature journaled for oscillation between said pole-pieces and comprising a core and windings, a pair of discs secured to the ends of the core and enclosing the windings, a disc of insulation at the outer side of one of the said discs, a conductor ring carried by said insulation disc, a thimble of insulation extending through the latter mentioned core disc, the outer end of the winding being passed through said thimble and disc of insulation and connected to said ring, a pair of brushes, one co-operating with one of said discs and the other co-operating with said ring, and a plate of insulation secured to the disc of insulation to retain the said ring thereon.

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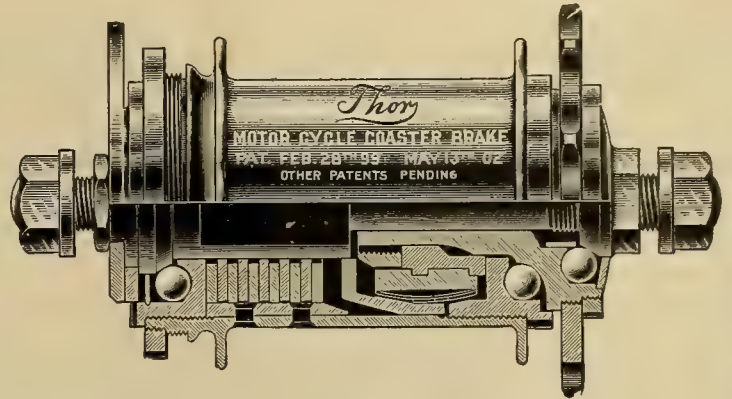
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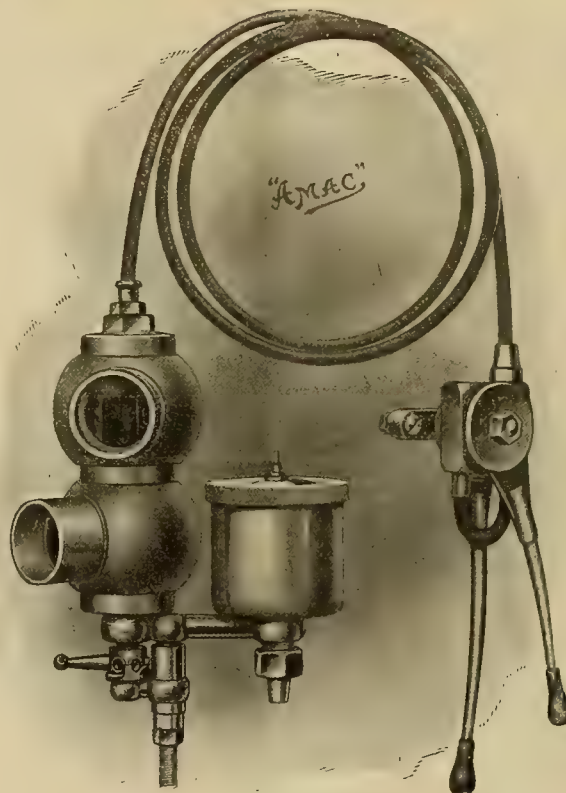
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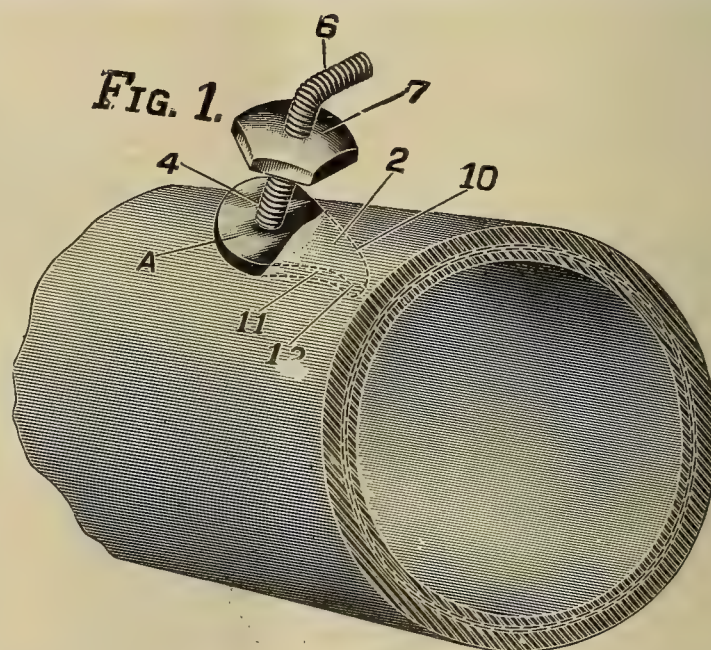
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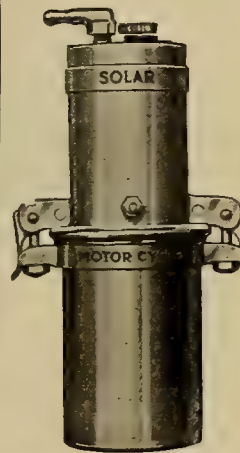
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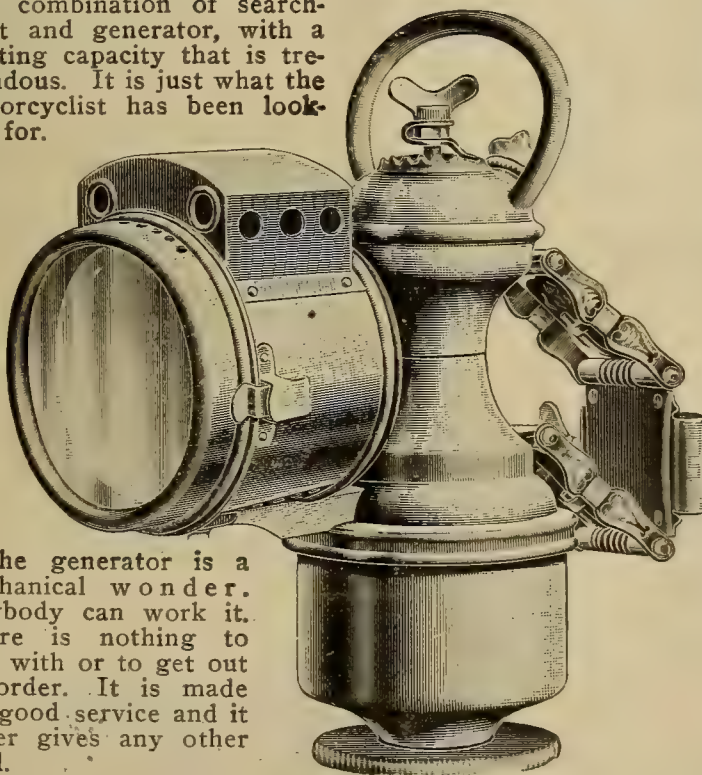
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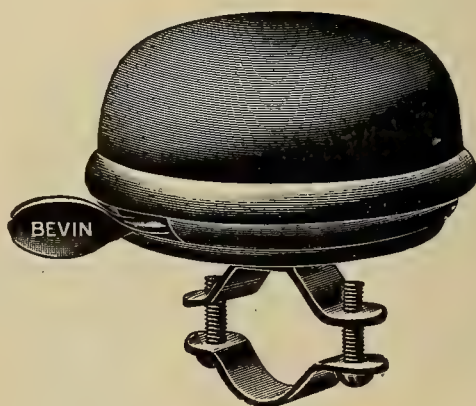
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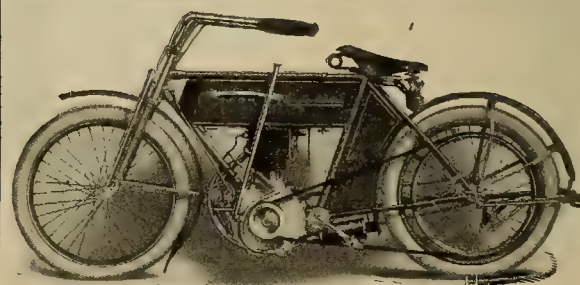
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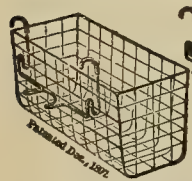
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N. S. U. & MERKEL MOTORCYCLES
Storage, Repairs and Accessories.

INDIANS AND READING STANDARD
MOTORCYCLES.
ALSO COLUMBIA AND HARTFORD BICYCLES
AMOS SHIRLEY, Agent,
935 Eighth Ave., bet. 55th & 56th Sts., NEW YORK
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ROYAL, PIONEER AND RELIANCE
MOTORCYCLES
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Full Line of Parts and Accessories.

T. J. SIXSMITH,
New York Headquarters for R-S MOTORCYCLES.
Expert Repairing, Storing. Spare parts for all makes
of Motorcycles.
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"THOR" AND EXCELSIOR MOTORCYCLES
Repairs, Supplies. Telephone 1346-W Williamsburg.
Tel. 1247 Main. Open Evenings.

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Bicycles, Motorcycles and Sporting Goods.
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W. F. MANN MOTOR CO.,
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INDIAN MOTORCYCLES.
Complete line of supplies for both the man and the
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HURCK MOTOR AND CYCLE CO.,
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Agents Indian Motorcycles
All kinds motors repaired and sold.

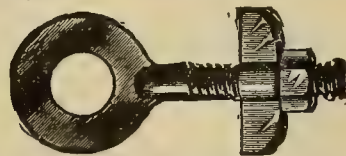
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We make
Nicked
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Cranks,



Motorcycle Chain
Adjusters, Mud
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Nuts, Washers,
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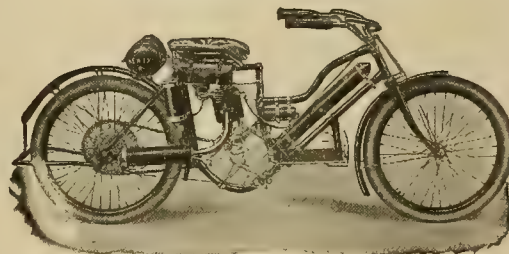
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NEW ERA AUTO-CYCLE

Two Speeds, Free Motor, Hand Cranked.

Manufactured by

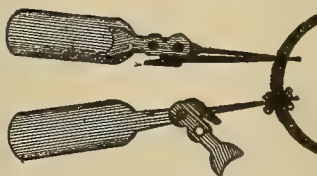
THE NEW ERA GAS ENGINE CO.,
2 Dale Ave., DAYTON, OHIO.



Mesinger Cavalry No. 3

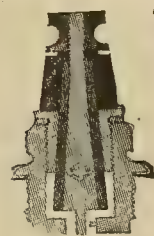
Best Saddle for long distance.

H. & F. MESINGER MFG. CO.,
1801-1803 First Ave. New York.

WALD
Tire Tool

repairs punctures in
one minute at cost of
one-quarter cent each.
Sold to jobbers only.

WALD MFG. CO., Sheboygan, Wis.

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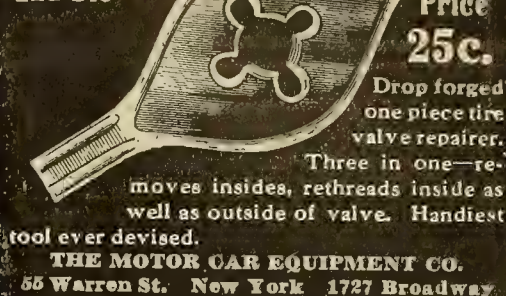
has no equal.
Ask any user.

C. F. SPLITDORF,
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Get our prices on
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Also on Sundries.

BI-MOTOR EQUIPMENT CO.
177-179 Portland St. Boston, Mass.

The IMPROVED
Valve Tap
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Price
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Drop forged
one piece tire
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Three in one—re-
moves insides, rethreads inside as
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WRITE FOR PRICE LISTS AND DISCOUNTS

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American Motorcycles

Our Agency proposition is the best
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American Motorcycle Co.,
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TORPEDO Has a Clean Record

Since 1904 the TORPEDO has entered
many Endurance Runs and in every event
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We are now ready to quote prices and de-
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Write us.

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MR. BERNHART SAYS—that the Jewell
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Get a set right away. They are "Guan-
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THE B. & S. MODEL "B"



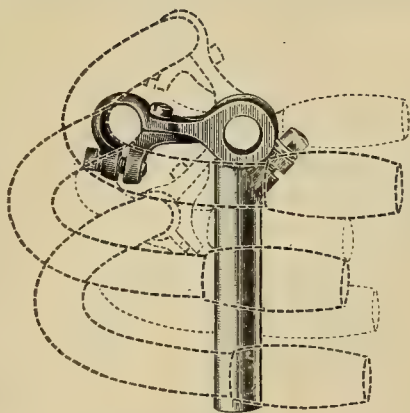
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your motorcycle. Write for
circular.

Empire Tires

WEAR LONGEST

EMPIRE TIRE COMPANY, Trenton, N. J.

BRANCHES—New York, Detroit, Chicago, Boston, Newark. AGENCIES—Atlanta, Ga., Dunham Rubber Co.; Atlantic City, N. J., Penn Auto Supply Co.; Buffalo, N. Y., Empire Sales Co.; Cleveland, O., Motor Supply Agency Co., Denver, Colo., Denver Auto Goods Co.; Dallas, Tex., Munger Auto Co.; Jacksonville, Fla., Savell Rubber Co.; Los Angeles, Cal., Empire Tire and Rubber Co.; Minneapolis, Minn., Empire Tire and Rubber Co.; New Orleans, La., H. A. Testard; Norfolk, Va., Wm. H. Grover; Philadelphia, Pa., Penn Auto Supply Co.; Pittsburg, Pa., Consumers' Auto Supply Co.; Portland, Me., James Bailey Co.; Providence, R. I., Waite Auto Supply Co.; St. Louis, Mo., Gorman Bros.; Savannah, Ga., Harris Tire Co.; Syracuse, N. Y., Central City Rubber Co.; Toledo, O., W. G. Nagel Electric Co.; Boise, Ida., Randall-Dodd Auto Co.; Kansas City, Mo., Auto Specialty Co.



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ADJUSTABLE
ALL-WAYS
HANDLE BAR
EXTENSION

Write for Prices

Forsyth Mfg. Co.
BUFFALO, N. Y.

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Electric
Vulcanizer



Our New Motorcycle Tire Vulcanizer is modeled after our Type C Auto Tire Vulcanizer. There are nearly 5,000 garages coining money with the Auto Tire Type.

Get wise, Mr. Motorcycle Man. Seize this opportunity to add to your profits.

The Only Motorcycle Tire Vulcanizer Made.
C. A. SHALER CO. Box F, WAUPUN, WIS., U.S.A.

What's the Use of Taking Chances?

Cylinder castings absolutely determine the worth—or the worthlessness—of your motor.

Everybody knows we make nothing but the finest kind of castings.

If anything less than the best is good enough, count us out.

If quality is the determining factor we're Johnny-on-the-spot for business. **THE MANUFACTURERS FOUNDRY COMPANY**
Box 649. WATERBURY, CONN.

DUCKWORTH CHAINS

long ago proved that they have no equals for either

Bicycles or Motorcycles



It was hard use and lots of it on all sorts of machines that enabled it thus to prove its superiority.

Write for 1910 Quotations.

Duckworth Chain & Mfg. Co., Springfield, Mass.

Pfanstiehl Coils

GUARANTEED FOR FIVE
YEARS



- ☐ Constructed to operate on either 2 or 3 dry cells.
- ☐ Absolute balance and perfect efficiency guaranteed.
- ☐ Standard equipment with leading manufacturers.

Write for Particulars. ALSO WATCH FOR OUR MAGNETO ANNOUNCEMENT.

PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, Ill.

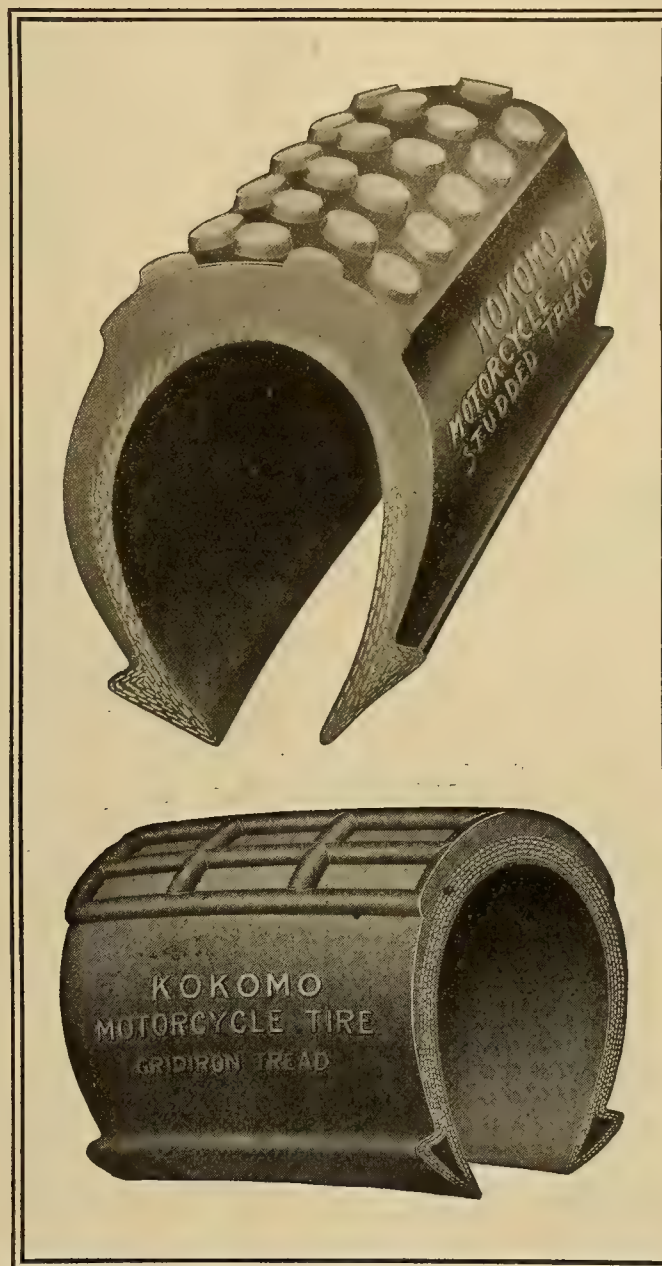
In placing orders for next season's requirements, it is well to bear in mind that the

Kokomo Inner Tubes

are of the same class and quality as the

Kokomo Motorcycle Tires

and you all know that the latter have made the motorcycle a more surefooted means of locomotion. They have proved that a truly durable and satisfactory tire is possible. The inner tubes that go with them will serve just as well in other tires.



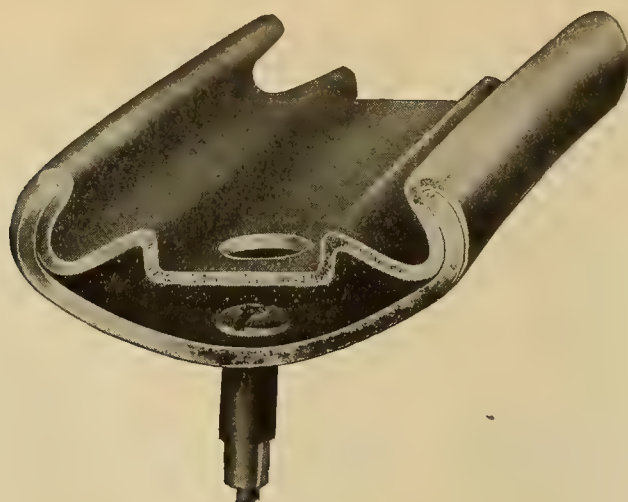
Kokomo Bicycle Tires

are just as good as ever they were and there never was a time when there were better tires, no matter what prices may have been charged for them.



QUOTATIONS ON REQUEST

KOKOMO RUBBER COMPANY, Kokomo, Ind.



Strongest—Safest—Most Satisfactory **Motorcycle Rim**

The Indianapolis G & J Double Clincher Motorcycle rim is by no means a new untried novelty or a mere theory. This rim has now been on the market for over four years and is today used more than any other style of Motorcycle rim made. It has proven so popular and so satisfactory under all conditions that we feel disposed to talk its merits to all prospective purchasers of new Motorcycles so that they may be sure to specify it.

Possesses More Strength **than the Single** **Clincher Rim**

The G & J Double Clincher Motorcycle rim is so constructed that it

possesses several times the strength of the old style single clincher one piece rim, without increasing the weight but a very little. This added strength alone has proven a great advantage. The rim does not bend or dent easily, and the strain on the spokes is less which prevents the wheel from getting out of alignment.

Ends of Spokes Cannot **Damage the Tire**

Another advantage in the construction of the G & J Double Clincher rim is the fact that the "nipples" or ends of the spokes do not interfere with the perfect seating of the tire in the channel of the rim. There is no possibility of their damaging the tire in any way.

Addresses Below Show Location of G & J

DETROIT—286 Jefferson Ave.
CHICAGO—1434 Michigan Ave.
NEW YORK—10 W. Sixtieth St.

SAN FRANCISCO—414 Van Ness Ave.
DENVER, COL.—204 Sixteenth St.
BUFFALO—912 Main St.

PHILADELPHIA—713 N. Broad St.
LOS ANGELES—1011 S. Olive St.
MINNEAPOLIS, MINN.—21 S. Second St.



The Best and Most Popular Motorcycle Tire

The Advantage of the Double Clincher

The double clincher feature not only holds the tire on more firmly but it also eliminates any possibility of seating the tire improperly or pinching the inner tube. The double clincher tire and rim give the combination four points of contact instead of two—which gives the rider greater safety. This combination also prevents any water, dirt or sand from working in under the tire and damaging the tube or fabric. It also prevents the tire from rim cutting.

Be on the Safe Side—Get the Most for Your Money

All the leading Motorcycle manufacturers are using G & J Double

Clincher rims and tires as standard equipment and are supplying them without extra charge or delay in shipment. But to be sure that you get this combination we would suggest that you add it to your specifications when you place your order. Get all you can for your money.

Write for our new Catalogue

Our new catalogue not only illustrates and prices our complete line of G & J Motorcycle tires and accessories, but also contains photographs of the most prominent motorcycle racers and F. A. M. Endurance Riders. Send for this catalogue at once and read what these riders have to say. It will interest you if you are a motorcyclist enthusiast.

G & J TIRE Co.
Indianapolis, Ind.

Branches and Distributing Agencies

LOUIS—4148 Olive St.
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CLEVELAND, OHIO—1837 Euclid Ave.
OMAHA, NEB.—1608 Harney St.
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Strongest—Safest—Most Satisfactory Motorcycle Rim

The Indianapolis G & J Double Clincher Motorcycle rim is by no means a new untried novelty or a mere theory. This rim has now been on the market for over four years and is today used more than any other style of Motorcycle rim made. It has proven so popular and so satisfactory under all conditions that we feel disposed to talk its merits to all prospective purchasers of new Motorcycles so that they may be sure to specify it.

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TOLEDO, OHIO—224 E. Superior St.
ATLANTA, GA.—35 N. Pryor St.

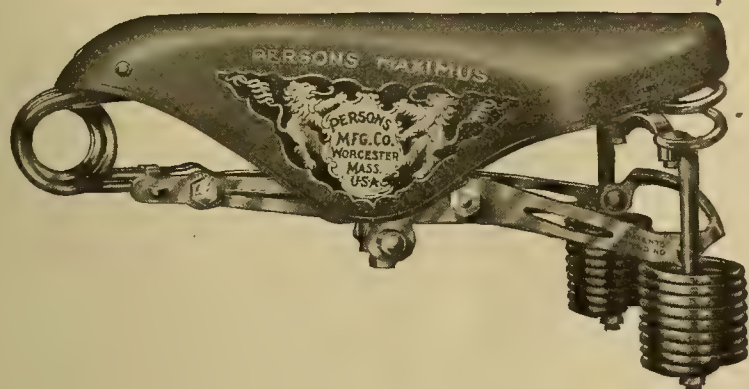
Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

When You See This Saddle on a Bicycle



you can accept it as almost unfailing evidence that the manufacturer means what he says when he asserts that "neither effort nor expense is spared" to make his bicycle "the very best it is possible to produce" and to give purchasers "full value for their money." It costs too much to be used on cheap or indifferent bicycles. The saddle is also positive evidence that the rider of the bicycle will obtain the full measure of comfort and pleasure that should go with cycling.

If you desire to know more about this or

Other Persons Saddles

we will be happy to supply the information on request.

Persons Manufacturing Company
WORCESTER, MASS.

This is the brand of service which has made **MORGAN & WRIGHT** **MOTORCYCLE TIRES** universally known as Good Tires.

GREYHOUND MOTOR WORKS

Buffalo, N. Y., November 20, '09.

MORGAN & WRIGHT, Detroit, Mich.

Gentlemen: Am pleased to furnish you with data regarding European tour as per advice of June 1st.

My companion, Dr. Webster, riding a Pierce four-cylinder, and myself, riding a single cylinder Greyhound, spent about three months touring through England, France, Switzerland, Germany, Holland, Belgium, Scotland and Ireland. Both machines were equipped with Morgan & Wright Tourist Tires, and although we covered about 4,200 miles, we did not find it necessary to use the spare tire which we had for emergency. The fact that we completed the tour on one set of tires with no trouble, barring punctures, and on machines weighing, with rider and spare parts, 395 lbs. and 425 lbs., respectively, certainly speaks well for the tires, and we were very much pleased with the results.

Wishing you the best of success, I remain,

Yours very truly,

WM. C. CHADEAYNE.

A. M. WEBSTER, M. D.

Opposite Post Office
LORAIN, O.

November 10th, '09.

MORGAN & WRIGHT, Detroit, Mich.

Gentlemen: The tires wore splendidly on both machines; in fact, neither Mr. Chadeayne nor myself had to use our spares on the entire trip through England, France, Switzerland, Germany, Belgium, Holland, Scotland and Ireland, and I am still using one of the tires, which has been run over 5,000 miles. I rode a Pierce four-cylinder motorcycle, which, with the luggage I carried and my own weight, was between 400 and 500 pounds.

Neither of us had trouble with the real wearing quality of the treads proper or from blow-outs.

Yours very truly,

A. M. WEBSTER.

Can you afford to put up with inferior service when such service as this can be obtained by specifying Morgan & Wright tires on your machine?

Our new white cover stock and the increased thickness of our treads will insure even better service for our riders in 1910.

Any manufacturer will be glad to equip them.

MORGAN & WRIGHT, Detroit

CYCLING is coming into its own again! Thousands of people are now taking up the neglected steed of steel with the same possibilities of pleasure which marked the heyday of its popularity



FISK BICYCLE TIRES

THE FISK RUBBER CO.

Chicopee Falls, Mass.

Branches in Seventeen Cities

THE manufacture of bicycle tires has kept pace with the perfection of the wheel itself. FISK BICYCLE TIRES were in the beginning, always have been, and are now, the Standard for Quality

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—
STANDARD RUBBER PEDALS

—
SAGER TOE CLIPS

CYCLE AND MOTORCYCLE TYPES

—
BREECH-BLOCK SPARK PLUGS

ALL are necessities; all all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

■
QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

Fays for Christmas

A BIG HOLIDAY TRADE IN SIGHT



Our dealers are already making heavy sales and report a fine outlook for Christmas and New Year weeks.

A Fay Bicycle makes an ideal present for any boy or girl—almost every one of them would prefer a bicycle ahead of any other present.

It is not too late to get a stock if you move quickly. We are taking special care of the Holiday requirements.

1910 FAY CATALOG READY

AND DON'T FORGET THE
POPE DAILY SERVICE
For An All Year Round Seller.

No other new machine has created such a stir in the TRADE. Being constructed for everyday hard use it sells in Winter or Summer. If you are not already handling this bicycle let us tell you all about it.

THE POPE MANUFACTURING CO. **Hartford**
Connecticut

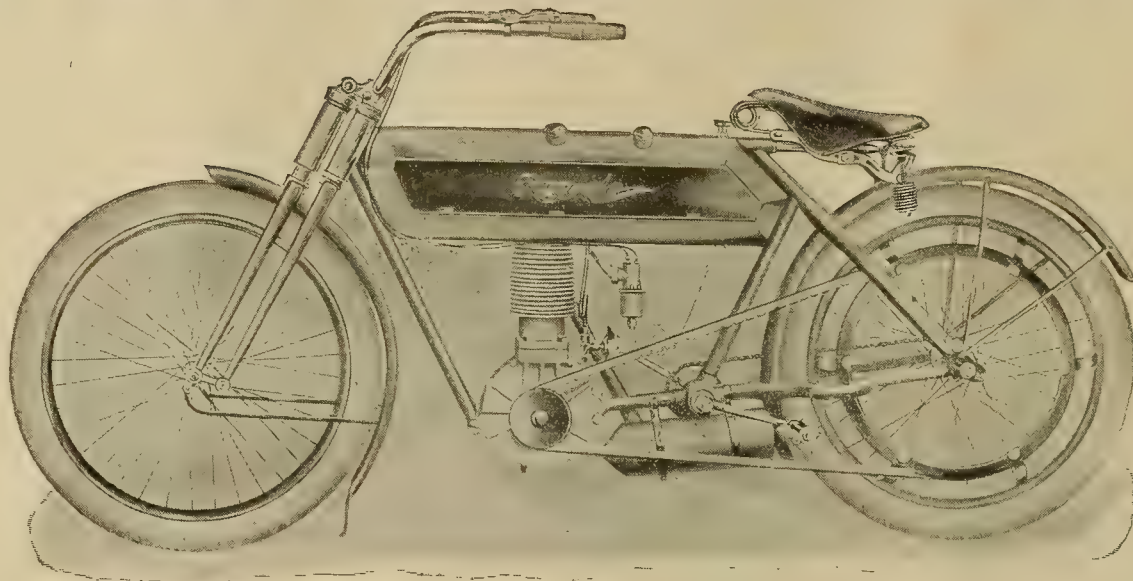


"The Armless Wonder"



YOU CAN'T AFFORD TO OVERLOOK

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H. P.



4
H. P.

the agency for

The 1910 Racycle Motorcycle

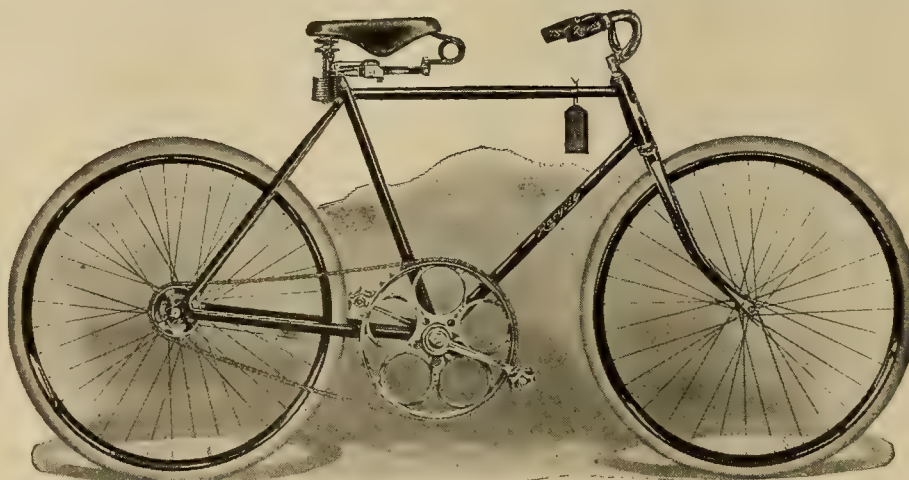
We will tell you why if you will write. Address Motor Dept.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE
Racycle

is the Best of all Bicycle Agencies and EVERYBODY KNOWS IT.

1910
Catalog
Now
Ready



1910
Catalog
Now
Ready

Ask the dealers who have the agency. We are entirely willing to leave it to them. They are our best reference. 1910 AGENCY PROPOSITION IS READY.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers.



"The Armless Wonder"



"The Armless Wonder" for Motorcycles

"The Armless Wonder" for Bicycles

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. I.X.

New York, U. S. A., Saturday, December 4, 1909.

No. 11

WHY THE OUTLOOK IS SO ROSEHUED

Conditions that Make for Unusually Good Business in 1910—Early Demands Keeping Factories Humming.

"The outlook for the bicycle and motorcycle industry for the year 1910 could not be much brighter," a few days since remarked a man in the trade who is in a position to speak intelligently. "Since the year previous to the financial panic of 1907 manufacturers have not been so busy, or have orders for name plate machines been so plentiful; in fact, I believe it is a conservative estimate to place the prospective 1910 increase at approximately 100 per cent over the business of 1908.

"This may sound tall, but there is no reason why it should not be the case, as a glance at conditions throughout the country generally indicates a prosperous season in all lines of industry. In New England, for instance, which is a great manufacturing center, and where there are large producers of all kinds of machinery, of copper and brass goods and of shoes, woollens, silks and kindred lines, we find everywhere sufficient business to warrant all plants running on full time, and with every prospect of doing so until well into spring. The same is true of the entire Eastern and Middle West sections of the country, and buyers from the South and from the Pacific Coast are placing orders sufficiently large to keep the factories from whom they obtain their shipments busy making deliveries, all of which means that all classes of workers are earning money and are circulating it.

"Dealers who have not correctly sized up the situation and placed their orders with specific dates for delivery early in 1910 are sure to come to grief later on. This is especially true in the motorcycle industry, where the manufacturers depend largely on automobile parts factories to

supply them with such parts as castings, forgings, machine parts, magnetos, coils, spark plugs, etc. Most of these factories are full up with work—so full that the automobile makers are making life miserable by their demands for quick deliveries.

"As an illustration of the conditions that prevail and of their effect, I can name a prominent parts manufacturer who recently told me that he had that very day received a long distance telephone call from a well known motorcycle concern, some 500 miles distant, urging the delivery of certain parts which were on order, the motorcycle manufacturer stating that he was being pressed by his customers for immediate shipments.

"The present demand for goods from the Pacific Coast precludes any possibility of an accumulation of stock for spring delivery.

"There has been a gradual stiffening of prices of bicycles for some time past, and the manufacturer who does not make a reasonable profit and do a satisfactory business during the coming season will have only himself to blame for his discontent."

New Company Takes New Era Motorcycle.

The New Era Autocycle Co., Dayton, Ohio, which has been incorporated with \$300,000 capital stock, has taken over the motorcycle business of the New Era Gas Engine Co., of that city, part of whose plant it will occupy. The new company will continue to manufacture the New Era motorcycle and aims to do so on a large scale and to push its sale with uncommon aggression. The incorporators of the company are E. Frank Platt, E. M. Thacker, Edwin S. Reynolds, R. Gilbert Corwin and J. D. Platt, Jr. J. D. Platt is president; Peter Schenck, vice-president; J. D. Platt, Jr., treasurer, and James Turpin, secretary. Mr. Turpin occupied the same office in the old company and served also as manager.

Colusa Firm Erecting New Building.

M. C. Dillman & Son, Colusa, Cal., are erecting a brick and corrugated iron building, 30x60 feet. It will be used as a garage and bicycle establishment.

IMMENSITY OF THE TIRE INDUSTRY

Falor Delves into Statistics and Finds Impressive Figures—Enormous Sums Represented by Tires and Cycles.

So enormous are the figures relating not only to the production of bicycles themselves, but also to the articles that go to make up their equipment, that they are calculated to make even the man in the trade open his eyes in astonishment when they are revealed to him. S. A. Falor, who as manager of the bicycle tire department of the Goodyear Tire & Rubber Co., of Akron, O., is not only a cycling enthusiast, but one whose enthusiasm is a real "inspiration" to the dealers with whom he comes in contact. Recently it led him to delve into trade statistics, and to cast up a few figures concerning tire production in the United States, the resulting totals being almost staggering in their immensity. The materials alone that have been put into bicycle tires during the last 20 years have cost approximately \$91,350,000, while their retail value easily represents a total of \$140,000,000.

"During the past season," said Falor, during a visit to New York this week, "there were between 1,500,000 and 2,000,000 pairs of bicycle tires made by the different manufacturers in the United States, and averaging the production for the past 20 years it is safe to say that this number of tires was made in each of these years at the very lowest estimate of average. This would make a total of 35,000,000 pairs or 70,000,000 single tires which were manufactured during that time.

"The fabric for these tires, at 20 cents per yard, would cost \$21,000,000. It can be safely asserted also that at least seven ounces of rubber went into each of these tires, and placing the cost of the rubber on an average of \$1.20 per pound would bring the value of the rubber to \$36,750,000. In

addition, every tire contains about twelve ounces of other ingredients, the cost of which averages about 64 cents per pound, making a cost of \$33,600,000. These two items, together with the cost of the fabric, make \$91,350,000 as the grand total, to say nothing of overhead costs, plant investment and selling expenses. The average retail price of these tires has been hardly less than \$4 per pair, so that they represent easily \$140,000,000.

"Competent authorities," continued Falor, "furnish the information that \$250,000,000

poses. The explanation lies in the fact that not only is regularity of service essential, but that the tires often are called upon to carry loads far in excess of just the machine and rider.

"Naturally, this extra load brings up the question of tires. Heretofore all the tires which have been manufactured for bicycles have been made to stand the ordinary strain, but, of course, something better is required to take this additional weight.

"It can be readily seen," concluded Falor, "that the cheap tires with which the

London, it marked the first "American invasion" of the foreign field, a fact which makes the accompanying illustration of the depot of interest. While the attitude of the British motorcycle publications has been to "pooh-pooh" both American machines and their performances, the performances of the Indian and of the Hendee branch already has given them cause to "sit up and take notice."

The branch is located at 184 Great Portland street. Its appearance, inside and out, is shown by the accompanying illustrations.

THE STRONGHOLD FROM WHICH THE INVASION OF AMERICAN MOTORCYCLES IS BEING CONDUCTED.



EXTERIOR AND INTERIOR OF THE HENDEE MANUFACTURING CO.'S LONDON DEPOT

would be a low estimate of the cost of the other different parts used in the manufacture of bicycles during the last 20 years. From this it can be seen that practically \$350,000,000 has been invested in furnishing just the equipment for bicycles during that time. The selling price of the finished bicycles have varied so widely and so often that the enormous value they represent is beyond estimate.

"It would be a good thing if such figures occasionally could be poked under the noses of those chaps that talk of the 'passing of the bicycle.' I suppose if they heard that not less than 1,500,000 bicycle tires were still being produced each year, they'd call for help."

Quite at variance with popular impression, Falor finds that where bicycles are used for strictly utilitarian purposes they require quite as good if not better tires than are necessary for purely pleasure pur-

market has been flooded for years would be of no purpose here, and there certainly is a lot of satisfaction in noting that there are but two or three manufacturers of cheap tires in the business to-day. The Goodyear company made lots of them in former years and learned the folly of it. While there have been a great many high-priced tires made and sold, the average price during the 20 years has been somewhere around \$4 per pair. It is probable, however, that the average price in the future will be considerably more than this, since the demand for cheap tires is gradually dying out and the discriminating purchaser is demanding something which will give more service."

How Hendee is "Invading" London.

When the Hendee Mfg. Co. decided not merely to sell American motorcycles across the water, but boldly to "plant its standard" on foreign soil, in the form of a branch in

The establishment is in charge of W. H. Wells, an American who has lived so long in the English metropolis that he is adroitly familiar with the idiosyncrasies of mind to be met with among British buyers. His knowledge of motorcycles, too, is such that he is able to "drive in" the mechanical features of the Indian in such a manner as to make clear its merits, and to make more progress and sales than either the average American or Briton may fancy is the case.

Mann Disposes of Yonkers Store.

W. F. Mann, who in addition to being the head of the W. F. Mann Motor Co., of Boston, has personally maintained his original store in Yonkers, N. Y., has disposed of the latter to A. A. Hanna, who will continue the business, which includes the Indian agency. Hanna has managed the Yonkers establishment for the past year or so.

WHY MAGNETO WOULD NOT SPARK

Another of Its "Mysteries" Solved—Typical Instance of Placing Blame Where It Did Not Belong.

It is the little things of life that cause the most trouble, and, generally speaking, the littler the real difficulty with a motorcycle, the bigger the trouble which it breeds. This is especially true with regard to the sudden and mysterious occasions of engine stoppage, such as used to be so prevalent in the days before manufacturers knew quite as much about building machines, or their customers about running them, as they do now. In the old days the ignition system was a most fruitful cause of such misadventures, but that it still has possibilities in that direction, a recent incident aptly illustrates.

The incident in question is from the experience of J. C. Foley, the good natured and popular Jerome avenue dealer, whose location is well within the "trouble zone" of those who are just leaving New York by one of the most popular routes, as well as those who are stranded on the way back. A few days since a stranger rode up at nightfall and expressed a wish to store his machine in Foley's place over night. To all appearances his mount was in perfect condition when he left it after arranging for its keep, and nothing was done to it before morning. Then—after the fashion of more than one stubborn product of the pioneer days—it absolutely refused to start; laid down, balked, remained "dead" to all methods of persuasion and entreaty.

The quest of the trouble hunter was a long and painstaking one. It included practically every position of the machine, first hastily, with little dabs at this and that doubtful organ; later with thorough method, one supposed seat of difficulty after another being eliminated with care. At last the process was narrowed down to the magneto, and the stranger announced his bold intention of dismounting the magneto and tearing it apart. Up to this time absolutely no sign of a spark had been discovered anywhere, and, of course, the magneto must be at fault.

At this juncture Foley, who up to this time had been an interested spectator of what was going on, took the liberty to interfere.

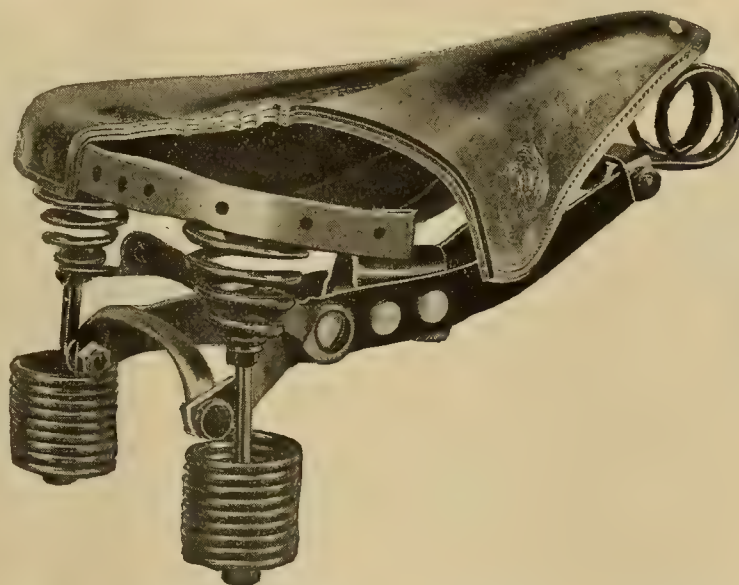
"Let me take a look at it," he suggested.

And with unerring precision he ran his fingers lightly over the little cut-out button on the handle bars—and at once discovered what was wrong. The end of the wire leading from the switch to the magneto was

more or less frayed, just where the insulation had been scraped away to make the connection, and from it just one tiny little strand of the wire had poked its way outward and sought contact with the bar. Certainly not much current could have leaked to the frame through that small bit of wire, hardly bigger than a thread. But it was sufficient to weaken the primary end of the ignition system enough to give all the symptoms of a dead and buried spark and a magneto gone wrong.

Saddle with a Three-Ply Top.

Because of the inclination of the leather to stretch and sag from hard riding and service, no part of the motorcycle saddle presents more difficulties in the way of obtain-



ing permanently satisfactory results than the leather top on the suspension type. The results that are obtained indicate how thoroughly the makers have gone into the problem, while the methods used to provide the necessary strength reveal the specialization that is applied to motorcycle equipment. Among the most recent improvements in this direction is the three-ply reinforced leather top fitted to the motorcycle suspension saddles made by the H. & F. Mesinger Mfg. Co., of New York City. As shown by the accompanying illustration, the three layers of leather are carefully fitted together, the inside or middle layer being of heavy sole leather and skived down to a feather edge near the side flaps. The saddle shown has also undergone other minor improvements for the coming year, including a slight strengthening of the springs and the fitting of a new spring steel tilting clamp to the seat post clamp.

New Tire Store Starts in Bridgeport.

The Jaycox Rubber Co. is the style of a new concern which has started business at 1042 Main street, Bridgeport, Conn. The head of it is Ernest M. Jaycox, former secretary-treasurer of the Alling Rubber Co., which conducts a chain of rubber goods stores in New England, all of which carry considerable stocks of bicycle tires, which also will be handled by the new Jaycox company.

CAUSE OF CARBON DEPOSITS

How They are Formed and How Their Presence May be Detected—Spark Plugs Sometimes Affected.

One of the most fruitful sources of trouble in a gasoline motor is that of carbon deposit. If the cylinders get too much oil or if an inferior grade is used, a portion of it will work up past the pistons, where it will be evaporated or consumed by the intense heat, leaving a deposit of carbon. This may be augmented by too rich a mixture, which serves to deposit film upon film of carbon on the walls of the combustion chamber and the head of the piston. The films thus formed will in time commence to scale, and the projections fused by the heat of the explosions will serve to ignite the charge prematurely.

The presence of carbon is denoted by back firing and knocking in the cylinders, as if the spark were too far advanced. An almost infallible symptom of excessive carbon deposit in the cylinders is denoted when the motor shows plenty of power at high speed on the level, but is deficient on hills, under the same gear. At slow engine speeds the incandescent carbon projections serve to pre-ignite the charge, thereby reducing the power of the motor. The best remedy is to remove the cylinder head and scrape off the carbon from the walls and also from the top of the piston, although kerosene allowed to stand in the cylinder over night will dissolve all save the more stubborn deposits, while several special preparations designed for a similar purpose are on the market.

Porcelain spark plugs also are susceptible to carbon deposit, which forms on the inner end of the insulator, thereby furnishing a path which the secondary current tends to follow rather than pursuing its usual course across the gap at the points. Usually only a portion of the current will pass by way of the carbon film, still leaving a weak spark at the points, which when the plugs are tested in the open air seems strong enough, but which is much weaker under compression and causes intermittent firing. This condition is difficult to detect for the reason that when the plug is subjected to the test outside of the cylinder a fat spark is produced. This deceptive strength of the spark is due to the variable strength of electrical energy, which, while sufficient to jump between two points $\frac{1}{2}$ inch apart in the open air, will jump less than 1-16 of an inch in the combustion chamber under 60 pounds compression.

Dowse Submits to an Operation.

B. C. Dowse, president of the G & J Tire Co., Indianapolis, was yesterday operated on for appendicitis at a hospital in that city. At last accounts he was doing well.

Corbin Coaster Brakes

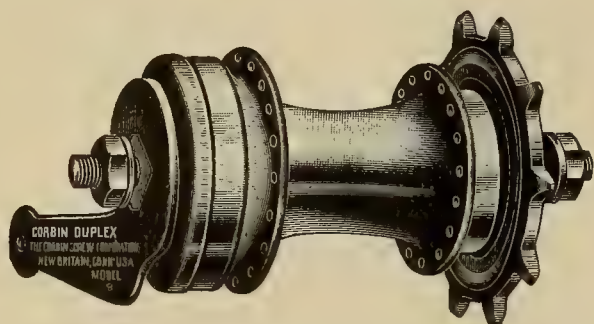
aply might be termed

CORBIN CUSTOMER-CATCHERS

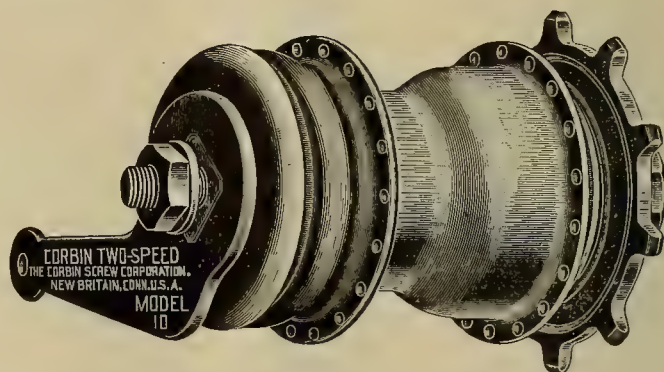
The dealer who sells them is able to offer latitude of selection.

TO THE BICYCLIST

he is able to offer these:



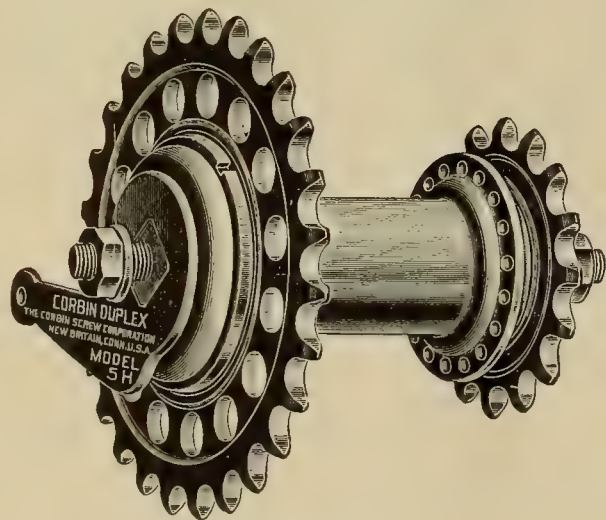
Standard



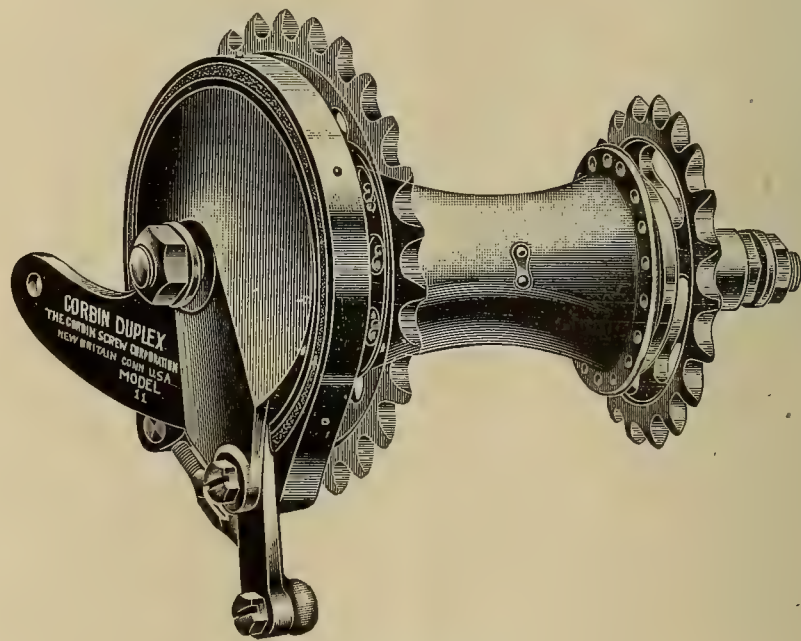
Two-Speed

TO THE MOTORCYCLIST

he can offer the choice of these:



Standard



Backpedaling Band

With any other coaster brake it's
a case of "take it or leave it."

THE CORBIN SCREW CORPORATION

NEW BRITAIN, CONN.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, DECEMBER 4, 1909.

Beware of Memorial Canvassers!

Cyclists and former cyclists who may be solicited to contribute to the Pope memorial fund are warned to pay no money to canvassers however plausible may be the stories which they offer. No canvassers have been employed and all remittances should be made by check payable to the Bicycling World Co., or to an officer thereof. Information has reached us that a one-time cyclist who, however, has had no connection with cycling for many years, and who latterly has been a soldier of fortune, is soliciting subscriptions for the memorial, which he has no authority or warrant of any sort so to do. He is an unusually glib talker, which requires that all whom he may approach be doubly on their guard.

The Status of the Bicycle.

It is regrettable that the editors in large cities who periodically write of the "passing of the bicycle" and the "passing of the horse" cannot occasionally get the smell of gasoline out of their noses and the picture of automobiles and trolley cars out of their eyes, and thus be able to see things as they are and not as they were or seem to be. For they have but to leave their congested cities, which, after all, are but small dots on a very large map, to discover how unreal

are their views. The world is made up of more than a comparatively few large cities and the two millions, or three, of bicycles in use in the United States alone are so widely spread that great as is the army, it yet may appear small, particularly in the light of an Irrational Past, which is the only light in which many people are able to view the bicycle.

We ourselves are not averse to the odor of gasoline, but the fact has not lessened our personal relish and appreciation of the bicycle. After using it for nearly a quarter of a century, and after experience with all of the more modern vehicles of pleasure and means of locomotion, we know none that is more enjoyable and that is more satisfactory than the bicycle. Rationally used, it has a charm that is all its own—a charm that not even the costliest motor car ever built affords or can afford. The trouble is that most of those who rode but ride no more were parts of the Irrational Past, when they cycled without rhyme or reason and neither well nor wisely. They made work of their pleasure.

How large is this continent is aptly illustrated by the fact that while an egotistical underling on the New York World "buries" the bicycle in a manner suggestive of the guttersnipe, and another on the New Orleans Times-Democrat flippantly and foolishly avers that it has "passed," the Phoenix (Ariz.) Democrat takes up the editorial cudgels in behalf of the local cyclists, who, it declares, outnumber the pedestrians; and Phoenix is not such a small place, either. What is true of the Arizona city is true of other cities much nearer the centers of automobiles and trolley cars.

"I read with interest the statement of the New Orleans Times-Democrat from which you quoted in a recent issue," writes a Cleveland (Ohio) cyclist, "and consider your criticism well timed; in my estimation, the sphere of observation of the man who wrote it must be unnaturally limited, else he travels back and forth between his home and office in a closed carriage.

"I became so much interested during the past year in the sane rejuvenation of the bicycle that I purchased two men's and two ladies' racycles for use by myself and wife and brother and sister-in-law, and the Bicycling World was instrumental in awakening this interest.

"Last week, while riding twelve blocks on a street car through the streets of Erie, Pa., that is, through the main business street, I counted 210 bicycles in this short space.

This could by no means be more than a third of the total in town. In the words of the writer of the New Orleans article, such a representation in a town of the size of Erie certainly shows the 'decadence' of 'bike riding'!"

And that not all editors in large cities are alike and that all are not blinded by the exhaust of burnt gasoline, let this editorial from the New York Morning Telegraph bear witness:

"From remote corners and from the busy city centers we detect at intervals sundry wails and lamentations over the decadence of the bicycle. The sad ones rise up or sit down and write letters to the editor begging that the 'noble sport of bicycling' be kept alive.

"There really is small need for these lamentations. The bicycle is coming back to its own and there are more wheels ridden today than ever before. The only difference is that the wheel is now a country or suburban institution, and it is used more for business than for pleasure. The cheapening of the price was bound to take the wheel out of the social sphere, but this does not necessarily indicate its decadence. Workmen ride it to their daily labors, the clergy in country parishes use the wheel in pastoral visitations and sacrifice no whit of their dignity in so doing.

"It abounds at summer resorts and in all the byways and hedges in the land. True, its value as a sporting institution has waned, but this was bound to be so when it became a workaday affair of common use. The friends of the bicycle need have no worry about its decadence because the said decadence is a minus quantity."

The bicycle is as good and as delightful as ever it was and countless men and women would be made better by its occasional and rational use, whether they live in city or country or own motorcycles or motor cars. The bicycle competes with neither; it is in a class by itself and nothing can take its place.

"I am enclosing check for \$2.25—two dollars to renew my subscription for the Bicycling World, and 25 cents for a copy of the revised issue of Care and Repair of Motorcycles; I have the first edition and think it is fine. I desire to say also that I could not be without the Bicycling World as long as I own and operate a motorcycle and desire to keep posted on all that is going on."—W. D. Pate, manager Hartford Cycle Co., Hartford, Ala.

MEMORIAL FUND NOW OVER \$2,000

Additional Trade Contributions Bring up the Amount—Subscription List a Roll of Honor, Says Miller.

Subscriptions this week to the fund for the erection of a memorial to the late Col. Albert A. Pope, the founder of the American cycling industry, brought the total above \$2,000, the exact amount being \$2,014.60. The subscribers were A. Schrader's Son, Inc., the famous valve manufacturer, \$15, and Charles E. Miller, New York, \$10. Mr. Miller, who now owns one of, if not the largest automobile supply houses in America, but who spent many years with the old Western Wheel Works' New York branch, has not forgotten that his present business grew out of bicycle supplies and that it was Col. Pope's early and herculean faith and work that laid the foundation for and made possible his present affluence.

"I am glad to have the privilege of thus paying tribute to the memory of the man to whom the cycle trade and the world generally owes so much," says Mr. Miller, "for the world's debt to the bicycle is greater than it ever can repay. The subscription list of the memorial fund is in the nature of a roll of honor on which, I think, every person whose appreciation has not been uncommonly dulled, should be proud to have his name."

The subscriptions to date are as follows:

Bicycling World Co., New York....	\$100.00
John S. Leng's Son & Co., New York	25.00
Will R. Pitman, New York.....	5.00
St. Louis Cycling Club, St. Louis, Mo.	5.00
R. F. Kelsey, New York	10.00
R. G. Betts, New York	20.00
J. J. O'Connor, New York	2.00
A. C. Church, Englewood, N. J.....	5.00
Miss F. A. Clark, Hartford, Conn....	2.00
F. B. Widmayer, New York	5.00
Elliott Mason, Westfield, N. J.....	10.00
Consolidated Motorcyclists, Inc., Keene, N. H.	10.00
Original employes of Hartford Rubber Works Co., per E. H. Brandt—	117.00
Present employes of Hartford Rubber Works Co.	12.00
Persons Mfg. Co., Worcester, Mass.	100.00
F. P. Prial, New York	10.00
James Joyce, New York	25.00
W. J. Morgan, New York	5.00
Amos Shirley, New York	10.00
Eclipse Machine Co., Elmira, N. Y..	10.00
R. D. Garden, New York	25.00
D. J. Post, Hartford, Conn.	25.00
L. M. Wainwright, Indianapolis....	25.00
John C. Wetmore, New York	10.00
Emil Grossman, New York	10.00
Hearsey-Willis Co., Indianapolis....	10.00
F. A. Baker & Co., New York.....	10.00
B. F. Goodrich Co., Akron, O.	25.00
John S. Prince, Springfield, Mass....	5.00
W. H. Crosby, Buffalo, N. Y.	10.00
Great Western Mfg. Co., Laporte, Ind.	5.00
Henry Goodman, New York	5.00
James E. Sullivan, New York.....	10.00
Motorcycle Pub. Co., New York....	10.00
A. J. Musselman, Chicago	5.00
F. J. Wagner, New York	10.00

Burley B. Ayres, Chicago	5.00
Diamond Rubber Co., Akron, O.	25.00
G & J Tire Co., Indianapolis	25.00
Robert Bruce, Clinton, N. Y.....	5.00
Officials, office employes and travel- ing men Pope Mfg. Co., Hartford.	383.00
Employes Pope Mfg. Co., Hartford factory	326.60
Continental Rubber Works, Erie, Pa.	25.00
A. G. Batchelder, New York.....	10.00
Hendee Mfg. Co., Springfield, Mass..	25.00
Alexander-Seewald Co., Atlanta, Ga.	10.00
Emblem Mfg. Co., Angola, N. Y.....	10.00
C. T. Kilbourne, New York.....	5.00
New Departure Mfg. Co., Bristol, Conn.	100.00
Theodore F. Merseles, New York ..	25.00
A. D. Peck, Boston, Mass.	5.00
W. D. Wilmot, Fall River, Mass....	10.00
Century Road Club of America.....	10.00
Fred E. Mommer, New York	5.00
John H. Valentine, New York	10.00
Walthour & Hood, Atlanta, Ga.	10.00
Badger Brass Mfg. Co., Kenosha, Wis.	10.00
A. L. Garford, Elyria, Ohio	100.00
Frederick G. Bourne, New York.....	10.00
Fisk Rubber Co., Chicopee Falls, Mass.	25.00
The Standard Co., Torrington, Conn.	25.00
E. G. Robertson, Baltimore, Md....	1.00
Harry W. Turner, Manchester, Eng.	1.00
Kirk Munroe, Coconut Grove, Fla..	5.00
Joseph Goodman, Hartford, Conn..	25.00
Ralph Temple, Chicago	10.00
Dai H. Lewis, Buffalo, N. Y.....	10.00
C. E. Peterlin, Grand Rapids, Mich..	15.00
Arthur N. Jervis, New York	5.00
S. Wallis Merrihew, New York.....	5.00
A. Schrader's Son, Inc., New York..	15.00
Charles E. Miller, New York	10.00

Simplest Remedy for "Siezed" Pistons.

While it is by no means an enviable condition of affairs, if a piston "siezes" through overheating when a repair shop is not near at hand, there is no cause for despair even in the case of a novice. When such a thing does happen, the best and first move to make is to procure some kerosene, which can be obtained at most any farm house, and pour it into the cylinders through the spark plug openings. After the kerosene has been left in the cylinders for sufficient time to allow it to penetrate, an attempt should be made to turn over the engine. If a stand is fitted to the machine the piston may be loosened by jacking up the rear wheel and working it gently back and forth until the piston is freed. An immense amount of leverage on the engine shaft can be obtained with the rear wheel and with patience the piston gradually will loosen its grip on the cylinder walls. When the kerosene has completed its task of releasing the pistons the crank case should be drained and fresh oil injected and thereafter the engine should be freely lubricated, until all ill effects of the siezing have disappeared.

How to Fashion a Terminal.

It is not always convenient to obtain satisfactory terminals for spark plug wires, and it also is true that not all of those which are obtainable are readily applicable to the machine. A handy and simple substitute, however, which may be made by anyone in a few minutes, requires in addition to a short length of tire tape and a plain cotter or split pin, only a bit of cop-

COMING EVENTS

December 6-11, New York City—Seventeenth annual six days bicycle race in Madison Square Garden.

January 8-15, New York City—Motorcycle section, Association of Licensed Automobile Manufacturers' tenth annual show in Madison Square Garden.

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

per tubing, such as is used for lubricator piping. One end of the tubing is hammered down until it spreads out sufficiently so that a hole can be punched or drilled in it of such size that it will slip over the plug terminal. It is then put in place and the nut screwed down fast. The wire of the ignition cable is then threaded through the loop of the cotter pin and twisted up, afterward being covered by wrapping the tape about it tightly. When the ends of the cotter have been spread slightly, it will be found that they will form a tight fit inside the round end of the tube, and that when it is desired to disconnect the wire it may be released merely by giving the wire a sharp jerk.

New Use for the Key Ring.

An old key ring is useful for carrying the varied assortment of cotter pins which many "old hands" insist upon carrying in their tool kits. The more common method of carrying them on a short length of wire with its ends twisted together suffers by comparison, because the wire is apt to break after being twisted and untwisted several times, and also because the ends are likely to become entangled in any cloth or leather material which happens to be placed in proximity to it.

Why Some Spring Forks Lose Elasticity.

Spring forks sometimes may seem to lose their elasticity if the moving parts are not attended to properly. Sliding joints and pivot points, in order to work smoothly, must be kept clean and thoroughly lubricated. Furthermore, if this important point is overlooked and they are allowed to become dry and rusty, annoying and mysterious squeaks may develop. The same principle, of course, applies equally well to spring frames and saddle posts.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

SEYMOUR STRONG AT NEWARK

Has Easy Victories over Easterners at Olympic Park's Closing Motorcycle Meet—Local Talent Fares Well.

After having viewed the backs of his rivals with almost uninterrupted regularity since he came East four months ago, Raymond Seymour, the Los Angeles stripling, finally was able to let others sniff burnt gasoline at Olympic Park, Newark, N. J., on Sunday last, 28th ult. The youngster has the necessary skill and daring and at Newark he also had the biggest machine and thus was able to lower the colors of Goerke, Chapple and the other Easterners and to create a new record for the half mile track. Seymour's fast flight was made in the 2 miles invitation race, which he won, and he also captured the miss and out and ran second in the handicap, being unable to overtake Hart, who had a big allowance. Goerke's only win was the novelty, while Chapple did not get better than second during the day. The local talent fared pretty well, Howard O'Brien capturing the five miles open, and H. James the five miles for private owners, while Howard Hill accounted for the novice race.

Originally scheduled for Thanksgiving Day, and postponed on account of rain, the meet, which was held by the Olympic Athletic Club, marked the windup of the season in the East, and those who witnessed it were unanimous in agreeing that it produced the best racing ever seen on the Olympic track. Without detracting from the merit of Seymour's performance, it is probable that the improved condition of the track had considerable to do with the new mark which he set.

The first opportunity to get a line on Seymour's work came in the two miles invitation, which had six starters. Goerke got away in the lead, but the former Californian played for keeps right from the gun, and passed the "pride of Brooklyn" in the first lap. However, Goerke had plenty of fight left and kept Seymour on the run thereafter, but the latter's 10 extra cubic inches told and he won by 50 yards. O'Brien and Chapple also passed Goerke towards the finish, and were placed in that order. Quite some surprise was created when it was announced that Seymour had done the last mile in 1:08, breaking Goerke's record of 1:14 $\frac{2}{3}$ for the track.

After Seymour's victory, it was seen that he would have to be counted on thereafter, and there was a hasty readjustment of the allowances for the 10 miles handicap, which proved the best race of the day. Hart and Segelbach were given the limit, 1:20, which afterwards proved to be a little too much; O'Brien was allowed 30 seconds, Klebes had 20, and Seymour, Goerke and Chapple were on scratch. Hart didn't waste any of his precious 80 seconds and was two laps to

the good when the scratch men were sent away, with Goerke leading. For nearly 2 miles he stayed in front, with Seymour pushing him hard, while Chapple and Klebes were having a little duel of their own a few yards further back. At two miles Seymour passed Goerke and went after the others, and about this time Chapple also pulled away from Klebes, whose machine went wrong soon after and he dropped out. Seymour's creeping up on the limit men worried Chapple, who commenced to ride more recklessly in an effort to catch Seymour, and the expected happened in the fourth mile, when Chapple fell. He was put out of the race, but escaped injury. Segelbach retired in the eighth mile and Hart still led, with O'Brien, Seymour and Goerke following in that order. In the ninth mile Seymour uncorked some more steam and passed O'Brien, but couldn't overhaul Hart, who won by a quarter of a lap. The time, 11:05. Seymour averaged 1:08 $\frac{1}{3}$ to the mile, which was very creditable work on a half mile track.

Seymour finished the day by capturing the miss-and-out, which went two miles. Chapple was second and Goerke third. Time, 2:22 $\frac{3}{4}$. As usual, the novelty race was amusing, and this was Goerke's lone victory of the day. Klebes got second and O'Brien was third. Klebes wasn't up to his usual form, this being the only event in which he was placed. It must have been an off day for Goerke and Chapple all around, for they were trimmed by O'Brien in the five miles open, Seymour staying out of it. The private owners' race was easy for James, who won by 30 yards, the field being well strung out. H. F. Meriwether, who recently established a transcontinental slow record by creeping across almost as fast as a baby could crawl the distance, was an added attraction. The summaries:

Three miles novice, 50 cubic inches class—Won by Howard Hill, Indian; second, Carl Segelbach, Indian. Time, 4:12 $\frac{3}{4}$.

One mile novelty, 50 cubic inches class—Won by Walter Goerke, Indian; second, H. Klebes, R. S.; third, Howard O'Brien, Indian. Time, 1:24 $\frac{1}{2}$.

Five miles open, 50 cubic inches class—Won by Howard O'Brien, Indian; second, A. G. Chapple, Indian; third, Walter Goerke, Indian. Time, 5:48.

Five miles private owners, 30:50 cubic inches class—Won by H. James, Indian; second, Kenneth Owen, Indian; third, F. Anderson, Indian. Time, 7:13.

Two miles invitation, 50 cubic inches class—Won by Raymond Seymour, R. S.; second, Howard O'Brien, Indian; third, A. G. Chapple, Indian. Time, 2:22 $\frac{3}{4}$.

Ten miles handicap, 50 cubic inches class—Won by Frank Hart, Indian (1:20); second, Raymond Seymour, R. S. (scratch); third, Howard O'Brien, Indian (0:30). Time, 11:05.

Miss-and-Out, 50 cubic inches class—Won by Raymond Seymour, R. S.; second, A. G. Chapple, Indian; third, Walter Goerke, Indian. Time, 2:22 $\frac{3}{4}$. Distance, 2 miles.

BOSSOM BAGS BALTIMORE EVENT

Was Never Headed in Racycle Club's Twelve Miles Handicap Road Race—Taylor Wins the Time Prize.

Riding with a handicap of 5 $\frac{1}{2}$ minutes, Lyell V. Bossom, of the Lafayette Wheelmen, won the 12 miles handicap road race promoted by the Racycle Bicycle Club of Baltimore, Md., last Sunday, November 28. Bossom was never headed from start to finish and his pretty ride netted him a silver loving cup. The race took place over the shell road course near Baltimore, and a large crowd watched the contest.

A Sauerwald, with 6 minutes' handicap, and Wilbur Lentz, with 4 $\frac{1}{2}$ minutes, finished respectively second and third. Frank Martin, of the Racycle Club, started from the same mark as Bossom, but had a fall in the second lap, which caused him to stop and tighten his handlebars. Despite the delay thereby occasioned, Martin remounted and finished in time for eighth prize. C. H. Briggs, Carroll Cyclers, who was one of the honor markers, also had a cropper in the first lap, but he finished, though not in time for a prize.

Thomas S. Taylor, the crack member of the Crescent Bicycle Club, rode an excellent race from scratch and won the time prize, though there seemed to have been a mixup over the time. The record for the course was made by Welsh, of the Racycle Club, on November 14, when he covered the distance in 33 minutes. In last Sunday's race the official timers gave Taylor's time as 31 minutes 55 $\frac{1}{2}$ seconds. Later it was announced that Taylor's time was 33 minutes 55 $\frac{1}{2}$ seconds.

Following is the way the riders finished:

1, L. Bossom (5 $\frac{1}{2}$), Lafayette Wheelmen; 2, E. Sauerwald (6), Lafayette Wheelmen; 3, Wilbur Lentz (4 $\frac{1}{2}$), Racycle Club; 4, N. Heilman (4 $\frac{1}{2}$), Racycle Club; 5, H. D. Bartholmee (7), Lafayette Wheelmen; 6, Ralph Miller (5), Lafayette Wheelmen; 7, Fred S. Plitt (8), Crescent Bicycle Club; 8, Frank Martin (5 $\frac{1}{2}$), Racycle Club; 9, A. E. Schmidt (5 $\frac{1}{2}$), Lafayette Wheelmen; 10, Harry Linderman (3), Racycle Club; 11, F. Shallenberger (3), Carroll Cyclers; 12, L. Leuning (3), Highland Wheelmen; 13, John Dreewin (7), unattached; 14, Samuel Eby (4 $\frac{1}{2}$), Carroll Cyclers; 15, J. W. Trost (5), Crescent Bicycle Club; 16, Carroll Pearce (7), Crescent Bicycle Club; 17, T. S. Taylor (scratch), Crescent Bicycle Club; 18, E. Sampson (6), Racycle Club; 19, W. Kuchta (7), Highland Wheelmen; 20, Ed Boehm (scratch), Lafayette Wheelmen; 21, W. Helfrich (scratch), Carroll Cyclers.

The winners of the time prizes and their times were:

Thomas S. Taylor, Crescent Bicycle Club, 33:55 $\frac{1}{2}$; Ed R. Boehm, Lafayette Wheelmen, 33:56 $\frac{3}{4}$; William H. Helfrich, Carroll Cyclers, 34:25.

CLIMBED FROM SUNSHINE TO SNOW

Knapp and Clem Share Honors in California Contest—Uphill Route Mile High and 10½ Miles Long.

In California's "climb to the clouds"—the Mile High hill climb, as it is styled—held at Redlands, Thanksgiving Day, 25th ult., Irvin Knappe, on an Indian, made the fastest time in the motorcycle events, of which there were two. As was the case in the previous climb, the motorcycles did not complete the full distance, being flagged at Yucaipe, 10½ miles from the starting line, and Knappe in the free-for-all division went the route in 15:49, which gave him an easy victory. F. G. Mulvihill, Thor, was the only other one to finish in this class. In the single cylinder division, C. H. Clem, on a Harley-Davidson, made the best time, 16:36, and Roy Langford, on a similar make of machine, was second. One of the most serious accidents of the day occurred during the running of this event, when James Gordon, Excelsior, while bowling along at a fast clip, was thrown from his machine, and sustained a broken leg. He was taken to a hospital in Redlands.

Starting in the foothills amid tropical environments, and finishing above the snow line, the course, which probably is the longest hill climb course in the world, is studded with many sharp and tortuous bends and stiff grades. Although the weather was intensely cold, and snow fell near the summit, several thousand people witnessed the contest from various vantage points.

The summaries:

Single cylinder class—Won by C. H. Clem, Harley-Davidson; second, Roy Langford, Harley-Davidson; third, H. W. Gowland, Excelsior. Time, 16:36.

Free-for-all—Won by Irvin Knappe, Indian; second, F. G. Mulvihill, Thor. Time, 15:49. Elmer Moore, Thor, did not finish.

Riechey Wins Morgan Mileage Trophy.

While most of his fellow members were devoting their time largely to racing during the past season, George Riechey, of the New Jersey Motorcycle Club of Newark, was taking in his club's weekly runs, and last week he received his reward, being awarded the W. J. Morgan trophy, a handsome bronze plaque, offered for the greatest mileage of the season, made in the weekly runs. When the scores were computed, Riechey topped the list with 1,072 miles, more than 400 miles ahead of his nearest competitor, while his cyclometer also showed some 2,000 additional miles, which, representing unofficial riding did not count.

The others who were competitors for the trophy and their scores are as follows: P. W. Stevens, 634 miles; C. McClellan, 633; Jacob Schneider, 585; George E. Post and

Holmes Wright, 457; W. Cordner, 447; Kenneth Owen, 402; Howard Hill, 391; Thomas Clark, 362; Kenneth Moore, 350; George Frost, 327; George Schellenberger, 319; Percy Drummond, 300; Peter Guthrie, 220; George Fawcett, 205; Robert Mather, 194; David Suydam, 164; H. Coryell, 155; Benjamin Howard, 135; Oscar Smith, 112; Robert Carmichael and Oscar Haug, 85; William James, 84; Carl Bush, 82; Roy F. Anthony, R. B. Whitehead, H. C. Page and Howard O'Brien, 65 miles each.

Sink Shows His Heels to Baker.

The long standing rivalry between John Sink and Erwin G. Baker, of Indianapolis, was settled Sunday last, November 28, when this pair met in a 100 miles match at the fair grounds mile track. The race first was undertaken three weeks ago at Noblesville, Ind., but because of rain it had to be stopped. In the runoff last Sunday at Indianapolis, Sink (Thor) won, his time for the 100 miles being 1 hour 59 minutes. For the first 30 miles the riders see-sawed back and forth, the distance separating them never being more than two or three wheel lengths. In the 36th mile, however, Baker (Indian) experienced trouble, which he located in the carburetter and fell behind. Sink stopped but once, on the 45th mile, while Baker was compelled to make two more stops. Sink finished more than eight miles to the good.

Monterey Sees a Motorcycle Race.

Monterey, Mexico, soon will become a live motorcycling center if the efforts of Andres D. Aquilar are rewarded with success. The first motorcycle came to Monterey about a year ago, but since that time six have been purchased and Aquilar, who is an enthusiast of the right sort, is persuading all his friends to purchase machines. Motorcycle racing is destined to take a prominent place in sports in Mexico, according to Aquilar. At a recent mixed sports meeting at Monterey, the feature event was a five miles motorcycle race between Aquilar, mounted upon a 2¾ horsepower Indian, and Diego de la Garza, on an M-M. Aquilar rode an excellent race and won, a set of G. & J. motorcycle tires being his prize.

Motorcyclists Barred from Cycle Path.

It is not often that cyclists complain of motorcyclists, but an instance of the sort has occurred in Fresno, Cal., and as a result of the complaint an ordinance has been passed forbidding the riders of power-propelled machines from using the Kearney boulevard cycle path. As usual, reckless scorching by a few motorcyclists was at the bottom of the trouble, which resulted in the road supervisors' action.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

SAN DIEGO FIXES ADMISSION FEE

Motorcycling Visitors Must Give up \$1 Each—Drastic Ordinance, However, is Considerably Toned Down.

Henceforth, it will cost visiting motorcyclists \$1 each to remain more than six hours in the town of San Diego, Cal.; for despite the fact that after being reasoned with by the San Diego Motorcycle Club, the city council modified some of the impossibly drastic features of the new motorcycle ordinance which it had prepared, it declined to exempt non-residents, and passed the measure in its amended form.

Although shorn of the provisions of a speed limit of 4 miles an hour and a \$5 registration fee, the ordinance is still sufficiently severe to suggest that the city council has taken unto itself the powers that ordinarily are left to a state legislature.

The ordinance, which becomes effective 31 days after it is signed by the mayor, fixes the speed limit at 12 miles an hour in the business district, and in all other sections of the city at 20 miles an hour.

Motorcycle owners will be required to secure a license number from the chief of police and to display it in a prominent place on the rear of the machine. A license fee of \$2 will be charged local riders and non-residents will be required to pay \$1, being allowed a leeway of six hours after entering the city.

The machines will be required to carry a headlight at night, but they will not be compelled to have the number painted on the glass front of the lamp, as was at first proposed. The ordinance also provides that motorcycles shall carry a horn or bell, and a muffler which shall be kept closed.

Casebeer "Bottles Up" Two Rivals.

Local rivalry between F. R. Casebeer and Charles Hogan was settled at the half-mile Harrisburg track, Houston, Texas, Saturday, the 27th ult., in a two miles match race. Casebeer rode a 5-horsepower Indian and Hogan was mounted upon a 6 horsepower Thor. The former proved the winner by one-quarter mile. Another 2 miles match was between Casebeer, this time on a 3½-horsepower Indian, and R. D. Thurston on a 3¼-horsepower Thor. Casebeer allowed his opponent one-quarter mile handicap and won by this distance in 2:56¼, faster than any automobiles at the same meet.

Motorcycle Cop Gives Quick Results.

Although prompt results were expected when the Memphis (Tenn.) police department last week mounted one of its men on a twin motorcycle, the new officer rather surprised his superiors by the manner in which he commenced his campaign against automobile speeders. On his first day he bagged 14 of them.

SEVENTEEN TEAMS IN SIX DAYS RACE

American and Foreign Riders Who Will Compete in the Big Annual Event at Madison Square Garden—
Newcomers from Abroad Not Likely to Prove Dangerous—Respective Chances of the Teams
—Fogler and Root Share Honors with Clarke and Macfarland as the Favorites.

Should the Angel Gabriel sound his trumpet about the middle of the first week in December, of the year 2009, it may stop the annual whirr of wheels in Madison Square Garden, New York City. For the yearly six days grind seems to have become almost as much of an established institution as the Fourth of July.

Why the annual six days race should prove such an attraction long has been a question that has been bothering cycleologists and other members of the ological family since its inauguration in 1891. Just

teenth annual six days race will be under way. From that time until five minutes

grind and grind and grind, awakening from their lethargic pedaling only when one of their number attempts to steal a lap.

The 17 teams that will contest this year's race are as follows:

GERMAN-HOLLAND TEAM.

Walter Rutt, Germany, and John Stol, Holland.

FRENCH TEAM.

Leon Georget, France and Emile Georget, France.

BRITISH-FRENCH TEAM.

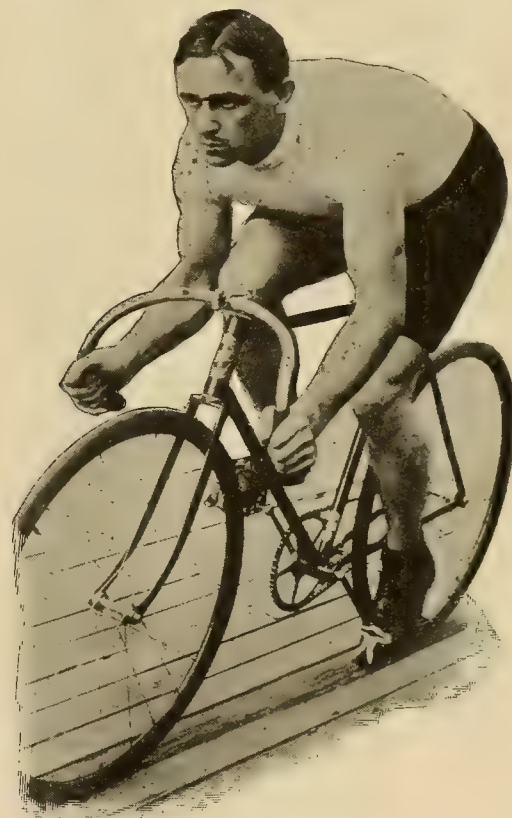
Reginald Shirley, England, and Achille Germain, France.



WALTER RUTT



JOSEPH FOGLER



FLOYD KREBS



IVER LAWSON

why a howling mob of washed and unwashed will sit in the smoke-laden atmosphere of Madison Square Garden, hour after hour and day after day, missing beneficial meals and sleep, to see a bunch of wan-looking bejerseyed riders circling around a yellow pine saucer for 142 hours is difficult to determine, for the New York six days race most certainly is not a real sporting event in the truest sense of the word. But it is so, and probably shall be until the end of time.

At five minutes past midnight tomorrow (Sunday) Congressman Timothy D. Sullivan will step to the edge of the ten laps saucer track, press the trigger of the time-honored and rusted revolver, and the seven-

past 10 o'clock next Saturday night 34 trained long-distance bicycle riders will

ITALIAN TEAM.

Giovanni Cuniolo, Italy, and Ergisto Carapezzi, Italy.

AUSTRALIAN TEAM.

Patrick Hehir, Australia, and Ernest A. Pye, Australia.

NEW YORK-NEW JERSEY TEAM.

George G. Cameron, New York City, and Floyd Krebs, Newark.

FARMER TEAM

Fred West, San Francisco, and Worthington L. Mitten, Davenport, Iowa.

BROOKLYN-BOSTON TEAM.

Charles Stein, Brooklyn, and Fred Hill, Boston.



LEON GEORGET



GERMAIN AND SHIRLEY



EMILE GEORGET



COLLINS AND WALTHOUR



JOHN STOL



CARAPEZZI AND CUNIOLO



J. FRANK GALVIN



PYE AND HEHIR



WORTH L. MITTEN

"NATIVE SON" TEAM.

Percy Lawrence, San Francisco, and Alfred Halstead, Sacramento, Cal.

DIXIE-YANKEE TEAM.

Robert J. Walthour, Atlanta, Ga., and Elmer L. Collins, Lynn, Mass.

INTERNATIONAL TEAM.

Floyd A. Macfarland, San Jose, Cal., and A. J. Clarke, Australia.

MORMON TEAM.

Iver Lawson, Salt Lake City, and Walter De Mara, San Francisco.

"LITTLE OLD NEW YORK" TEAM.

E. F. Root, Melrose, Mass., and Joe Fogler, Brooklyn.

Stol, the German-Holland combination, the foreign riders that have been engaged appear to lack class, and most certainly are

Of the 34 riders that have been engaged, 10 of that number never before have competed in a six days race.

The most formidable combinations appear to be the teams of Root-Fogler, Macfarland-Clarke, Lawson-De Mara, Rutt-Stol, and Bardgett-Logan. If past performances count for aught the remainder have not much chance of winning. It is for that reason that the field, taken as an entity, appears to lack class.

Although a six days race is a most uncertain proposition, and an even more doubtful betting consideration than a horse race, there always are a wise lot of dopesters who are willing to pick the winner before the race even starts.

The other night, however, a number of



FRED G. WEST

BUFFALO-BOSTON TEAM.

Walter A. Bardgett, Buffalo, N. Y., and Patrick F. Logan, Boston, Mass.

MESSENGER BOY TEAM.

George Wiley, Syracuse, N. Y., and Peter Drobach, South Boston.

DANISH-ITALIAN TEAM.

Norman M. Anderson, Denmark, and Charles Vanoni, Italy.

IRISH-AMERICAN TEAM.

J. Frank Galvin, New Milford, Conn., and Patrick Keegan, Lowell, Mass.

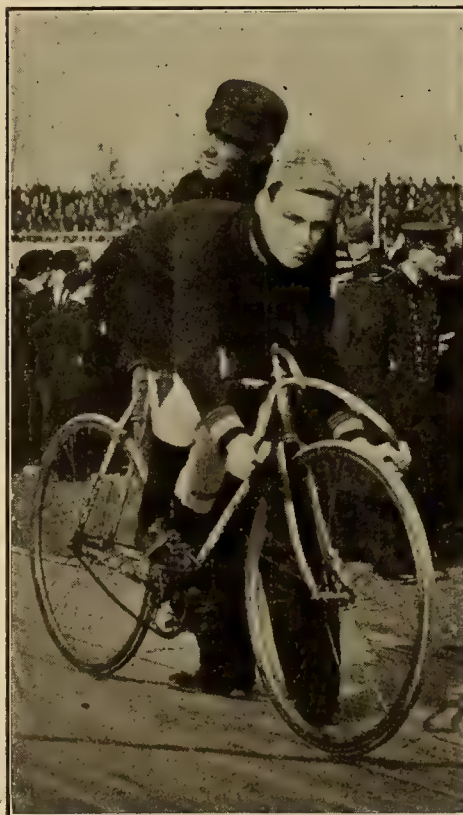
Viewed through the critical microscope of a veteran "fan," the field of contestants that has been engaged for the forthcoming race does not, upon the surface, appear as formidable an aggregation as the ensemble in former years.

With the single exception of Rutt and



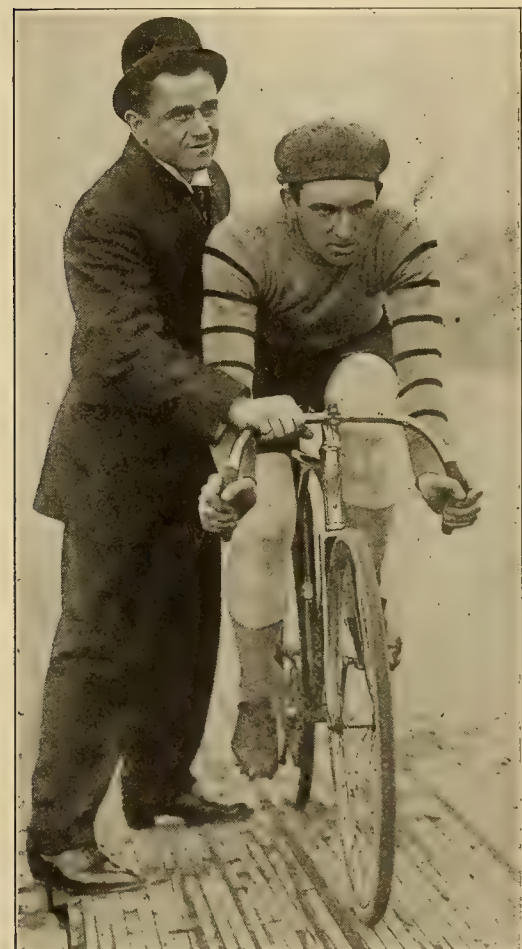
CLARKE AND MACFARLAND

not representative of the countries they ostensibly have been chosen to uphold the national honor of. It is barely possible that the large sums of appearance money paid



PERCY O. LAWRENCE

to some of the bill-toppers might have necessitated the shaving of expenses in other directions.



GEORGE GUTHRIE CAMERON

men who are thoroughly familiar with the records of the 34 riders who will contest the forthcoming six days race, after a long discussion, as to the probable chances of the individual teams, evolved what they considered would be a fair proposition were betting allowed in bicycle racing, from a bookmaker's standpoint. The way the odds were laid was as follows:

Root and Fogler, 2 to 1; Georget brothers, 25 to 1; Shirley and Germain, 40 to 1; Cuniolo and Carapezzi, 50 to 1; Pye and Hehir, 5 to 1; Cameron and Krebs, 20 to 1; West and Mitten, 20 to 1; Stein and Hill, 15 to 1; Lawrence and Halstead, 30 to 1; Walthour and Collins, 15 to 1; Macfarland and Clarke, 5 to 2; Lawson and De Mara, 3 to 1; Rutt and Stol, 5 to 3; Bardgett and Logan, 10 to 1; Wiley and Drobach, 25 to 1; Anderson and Vanoni, 20 to 1; Galvin and Keegan, 20 to 1.

THE MEN WHO COMPRISE THE TEAMS AND THEIR RECORDS

Rutt and Stol.

Unquestionably Walter Rutt, of Germany, and John Stol, of Holland, are one of the strongest teams in the forthcoming race, and likewise the best team that ever crossed the pond for this classic contest. Beginning in 1900 Rutt rapidly has advanced to the foremost ranks of sprinters, his most notable victories having been accomplished in Europe. His six days experience began in 1906 when he finished third with Macfarland. With Vanderstuyft as his partner, Stol finished second in 1904, fourth in 1905, and was put out of the race of 1906 because of injuries to his partner. In 1907 Rutt and Stol competed as a team and won, being the first foreign team to earn this distinction. Last year Rutt and Stol finished second. Both Rutt's and Stol's performances abroad this season show that they are



CHARLES VANONI

riding faster than ever. Rutt is 26 years of age, while his partner is two years his junior.

L. Georget and E. Georget.

The Georget Freres, as they are called in France, hail from Chatellerault. Emile is 32 years of age, and Leon 30 years. These brothers first competed in the race of 1906, when they finished eighth. In 1907 and 1908 Leon Georget was paired with Victor Dupre, the present world's champion, finishing third the former year. Last year Georget was forced out because of Dupre's illness. Leon is more noted than his brother Emile, having won the famous Bol d'Or 24 hours race three times—in 1903, 1908 and 1909. Leon, by the way, holds all the world's human paced records. As Emile has been sick for more than a year it is feared that he will not prove as brilliant a contender as might otherwise prove the case.

Shirley and Germain.

This English-French combination is one of the many dark horse teams in the contest. Reginald Shirley first rode in 1903, and after joining the Polytechnic C. C. of

London, where he was born, soon showed phenomenal prowess on the road. Among the numerous records he broke were the London-Brighton and back, the London-Edinburgh, the London-Portsmouth and back, and the London-Bath and back. Shirley was turned professional two years ago by the National Cyclists' Union and has since made several excellent long-distance rides. He is 26 years of age. His partner, Achille Germain, is one of the lesser-known younger riders, having been riding



FRED HILL

only two and one-half years. He is 24 years of age. As his "most notable" accomplishment was in finishing fifth in the Bol d'Or this year, he is not to be feared in the least. This will be the first six days race for both Shirley and Germain.

Cuniolo and Carapezzi.

Another veritable dark horse team is that of Cuniolo and Carapezzi. Ergisto Carapezzi is regarded as a good second-rate sprinter in Europe, but he will find the New York six days race much harder than he imagines. Giovanni Cuniolo, so far as can be learned, has never had any track experience. As a road rider he is in a class with Gerbi, Trousselier, Vanhouwaert and other internationally famous cracks. Just before coming to America he won the Tour of Lombardy, one of the famous Italian annual road races.

Hehir and Pye.

Patrick O'Sullivan Hehir and Ernest A.

Pye are genuine Australians, and although he has never suffered the trying ordeal of a six days' grind, Hehir is sufficiently strong to go through the race. Pye first rode in the race of 1906, with the famous "Jackie" Clarke as his partner. Clarke finished sixth for the team. Pye then went to Australia where he was one of the topnotchers. This season Pye was Iver Lawson's greatest help at Salt Lake City and materially assisted the "Flying Swede" in breaking several world's records. Pye and Hehir should go through the race with bells on.

Cameron and Krebs.

Until he turned professional last season George Guthrie Cameron, of New York City, more than held his own against all



GEORGE WILEY

comers for longer than a decade. In fact Cameron was always one of the most noted flat floor riders in America and last year he was sent to London as one of the representatives for America in the Olympic bicycle races. Cameron has competed in a number of abbreviated six days races, but this will be his maiden tackle at the big grind. Although he has not been riding this season Cameron thinks he is in shape to last through the race. Floyd Krebs, of Newark, N. J., is a well known six days contender, his first appearance in the limelight being in 1902, when he shared the victory with the late George Leander. He has competed in every race since, with the exception of last year, when a broken collar bone prevented his entering.

West and Mitten.

Worthington L. Mitten, hails from Davenport, Iowa, his first six days venture occurring in 1907, when he was compelled to retire because of injuries to his mate. In last year's race he finished fifth with Collins as partner. Fred West's professional career dates from three seasons ago, although he previously had earned a good

reputation on the Pacific coast, from whence he comes. The forthcoming race will mark his debut in six days racing.

Stein and Hill.

The "pony" team of the race will be Charles Stein, of Brooklyn, and Fred Hill, of South Boston, and because of their juvenile appearance they are sure to be popular. Hill's initial race was last year, when he surprised the veteran grinders by remaining tied with the leaders until the finish. With De Mara as partner he finished third. Stein was last year's amateur champion, but since he embraced professionalism has not earned such a great reputation. However, his initial performance in the long race may prove a surprise.

Lawrence and Halstead.

The forthcoming race also will be the first for Percy O. Lawrence, of San Francisco, and Alfred Halstead, of Sacramento, Cal. Halstead has been a professional for



EDWARD F. ROOT

one season only, while Lawrence's career of open professionalism dates from the finish of this year's amateur championship series, which he was allowed to win.

Walthour and Collins.

Robert J. Walthour, of Atlanta, Ga., and Elmer L. Collins, of Lynn, Mass., properly might be called the pace-following duo, although it does not follow that they will be content with following the pace set by the other riders in this race. Walthour is 30 years of age and began riding in 1896. His first six days race was in 1901 when with Archie McEachern, he won, repeating the victory in 1903 with Ben Munroe as stable mate. He did not figure seriously in the races of 1904, 1906, 1907 or 1908. Collins's debut in the six days game was last year when he finished fifth with Mitten. Both Walthour and Collins have won many notable races behind motor pace, but in a race of this character it is not thought they will prove very dangerous.

Macfarland and Clarke.

There is no doubt but that the team of Floyd A. Macfarland, of San Jose, Cal., and his little Australian partner, A. J. Clarke, is one of the most feared in this

year's race. Both their records are so well known that to detail their triumphs would be akin to reciting the alphabet. Macfarland won the race last year, but this season has been seriously handicapped by a broken



ALFRED HALSTEAD

arm, which may or may not give him trouble in the contest next week. Clarke is one of the most marvelous sprinters the world ever has known and he has had the experience of one six days race and the knowledge



CHARLES H. STEIN

gained in 1906 should prove invaluable in the present race.

Lawson and De Mara.

Another team that should be reckoned

with in figuring the possible winners is that of Iver Lawson and Walter De Mara. In his initial grind last year De Mara was the whirlwind of the race and was beaten at the finish by only Macfarland and Rutt. Lawson last year was forced out of the race when Fogler retired. This year at Salt Lake City he fully lived up to his reputation as the "Flying Swede," and doubtless will be in at the finish.

Root and Fogler.

Despite Fogler's retirement in last year's race the team of Edward F. Root, of Melrose, Mass., and Joe Fogler, of Brooklyn, certainly must be regarded as the best team that ever has lined up for an all-week grind. Root became noticed when he won the race of 1904 with Dorlon, and firmly established himself by winning again in 1905 and 1906, sharing the honors these two years with his present partner. Root did not ride in 1907 and last year was unfortunate in the selection of a partner. In 1907 Fogler was tied with Rutt at the finish, but was beaten for the honors. Both Root and Fogler always show to better advantage when teamed than when separated, and they really are a remarkable pair of six days "vets."

Bardgett and Logan.

Here is one pair of game riders—Walter



NORMAN M. ANDERSON

A. Bardgett, of Buffalo, and Patrick F. Logan, of South Boston. Logan's first six days race was in 1904, when he finished fourth with Keegan as partner. He was seventh in 1905, fifth in 1906, seventh in 1907. An accident put him out of the race last year. Bardgett is a seasoned veteran, and can hold his own in any sprints that take place. This team should be very much "in at the killing" next Saturday night.

Wiley and Drobach.

In his first six days race in 1907 George Wiley finished fifth, and in last year's race he was sixth, Frank Galvin being his mate upon both occasions. He is 22 years of age. Peter Drobach, who comes from South Boston, Mass., had Devonovitch as a partner in his first race last year, but after the Russian's retirement, he paired up with W. Palmer, and together they finished the race. With proper handling Drobach should show better this year than last.

Anderson and Vanoni.

Although Norman M. Anderson came from Denmark, and Charles Vanoni from Italy, both these riders have been in America so long that they are not really regarded as aliens. In truth, Vanoni was born in New York City 32 years ago, and he and his partner have a large following. This

it is only the second for Anderson, these two riders having competed as a team last year. It is understood that their chief purpose this year will be to liven up the pace when it begins to slacken and if this is the case, the team cannot be considered as even probable winners.

Galvin and Keegan.

Bedlam will be mild in comparison with the noise that will be stirred up in Madison Square Garden whenever J. Frank Galvin, of New Milford, Conn., or Patrick Keegan, of Lowell, Mass., start a sprint. Each of these riders first saw the light of day in the Emerald Isle and it is quite natural that the Hibernians in New York City will flock to the course in thousands to "whoop it up" for these wearers of Ireland's colors. Although he has never won any of the numerous six days races in which he has competed, Frank Galvin usually has been found in at the finish. He has been riding since 1895, and as he has been following the motors this year should be in better condition now than ever before. Keegan is one of the quaintest characters that ever circled the ten laps Garden saucer track, and his fund of ready Irish wit which never seems to desert him despite his usual run of hard luck, has endeared him to many. Keegan has not competed in a race for several years, but he feels confident that he will acquit himself creditably this year.

Six days racing was inaugurated in 1891, since which time the winners and their records have been as follows:

Year.	Winners.	Mileage.
1891	William Martin	1,466.0
1892	Albert Schock	1,600.3
1893	Ashinger-Foster	*
1894	No race held.	
1895	Frankie Nelson	†
1896	Teddy Hale	1,910.9
1897	Frank Miller	1,983.0
1898	Frank Miller	2,007.4
1899	Miller-Waller	2,733.4
1900	Macfarland-Elkes	
1901	Walthour-McEachern	2,555.4
1902	Leander-Krebs	2,477.3
1903	Walthour-Munroe	2,318.3
1904	Root-Dorlon	2,386.6
1905	Root-Fogler	2,260.6
1906	Root-Fogler	2,292.2
1907	Rutt-Stol	2,312.5
1908	Macfarland-Moran	‡2,737.1

‡ World's record.

As shown by the foregoing table the first six days race was held in 1891, when "Plugger Bill" Martin, now an Australian boniface, won. Martin rode a high wheeled bicycle, but the following year A. Shock on a safety, which, by the way, was at that time a much ridiculed vehicle, triumphed rather easily over the riders of the ordinary type of bicycle. That year practically sounded the death knell of the high-wheeled bicycle, insofar as a six days race was concerned.

The race of 1893 was held in Philadelphia, but it was not a very successful affair, and Ashinger and Foster were the only riders able to survive the long grind. No race was held in 1894, and a year later an experiment was tried by holding a six days race for women. It also proved a failure and the actual establishment of the New York race as a fixture in bicycle racing dated from 1897, when Frank Miller won.

The individual race proved such a revolting affair and the public raised such a hue and cry over the brutalizing exhibition that the New York State legislature in 1899 passed a law prohibiting one rider from remaining in a contest longer than 12 hours in 24.

Since that time team racing has been in



WALTER A. BARDGETT

vogue, and it naturally follows that the character of the race entirely has changed from what it was in the days of the single man contest.

Until last year the record for six days, or actually 142 hours of riding, was 2,733 miles 4 laps, the distance covered by Miller



CHARLES PARENT

and Waller in 1899. Last year, however, these excellent figures were surpassed, Macfarland and Moran winning with 2,737 miles 1 lap. Whether the record will be broken in the forthcoming race is problematical. It can be done and it is understood an effort will be made to do so, but so much may happen in the first 24 hours that a prophecy is untimely.

The curtain to the historic grind will be raised tonight (Saturday) with the usual preliminary race meet, and an unusually attractive card has been arranged—one that should provide two and one-half hours of exciting sport. The amateur events are both short enough to eliminate tedium, they being a quarter mile stretch and a half mile handicap, in ten and seven heats respectively, one to qualify in each. Then there will be a ten miles international open, in which the "fans" will have their first opportunity of seeing the six days candidates in action. The main events, however, are a match between National Champion Frank L. Kramer and the Australian "rocket," A. J. Clarke, in two heats in three, and a ten miles motor-paced match between Robert J. Walthour, of America, and Charles Parent, the motor-paced champion of France and also of the world. Should Clarke be able to take Kramer's measure in their match he should not fear any rider in the world. World's sprint champions repeatedly have lost to Kramer on the small, steeply banked Madison Square Garden track. Walthour should defeat Parent, if the pace furnished each rider is equal, for the very good reason that Parent has not had the opportunity to accustom himself to the sharp angles of a ten laps saucer, upon which Walthour is very much at home.

To Perpetuate High-Wheel Racing.

Although the high-wheeled "ordinary" bicycle has been forgotten on this side of the Atlantic, except perhaps by the eccentric Karl Kron, and he seems to have dropped from sight for the present, a movement is underway in Great Britain to perpetuate the memory of the one-time bone-shaker. "Ben" Hinchcliffe, who represents an American tire company on the other side, has started the movement. A subscription with which to purchase a cup or shield and present it to the National Cyclists Union as a perpetual challenge trophy, to be competed for once a year in a one mile scratch race, is being taken, and from the interest being displayed it will be a valuable affair. The race will either be held at the annual championship meet, or such meeting as the officials should decide. The promoters, it is expected, will provide a small prize for the winners, and—as an extra inducement for veterans to enter—an additional prize or medal for the first rider over 50 years of age. There is no doubt but that such a fixture would prove a welcome diversion in any sports program. It is doubtful if a race of ordinaries could be materialized in America for the very good reason that not sufficient machines could be found.

For Cross Country Races on Bicycles.

As there will be no winter track in Paris until some time in January, a cross country "cycle-pedestre" race is being organized for the professionals early this month. If this event is a success similar races will be promoted in case the professionals display a liking for such rough going.

THRILLS ON LOS ANGELES SAUCER

Lingenfelder Suffers Two Spills and is Unable to Complete Match with Derosier—Graves Gets Three Firsts.

There certainly were sufficient thrills at the second meet at Los Angeles Coliseum track on Sunday, 28th ult., to last the 3,000 spectators who received them until the next meet, while Edward Lingenfelder, the Alhambra professional who caused them, doubtless got enough excitement to last him the remainder of his life.

Lingenfelder got his first bump before the races started, and it was one that would have completely wilted a less intrepid rider. Lingenfelder was the first on the track to warm up his machine and the crowd gave him a hearty hand as he piloted his big N. S. U. machine around the oil-soaked $3\frac{1}{2}$ laps saucer track.

While he was circling around the track at a speed estimated to be 80 miles an hour a tire blew up. Lingenfelder fell, and with the heavy machine on top of him, slid along the track for nearly 100 feet. His back was pierced with slivers and his helmet ripped off his head. In order to remove the splinters the physician injected cocaine. The drug made Lingenfelder drowsy, but in spite of the protestations of his friends he persisted in coming out on the track for his match against Derosier and his hardihood nearly cost him his life.

Because of the damage to his N. S. U. machine Lingenfelder borrowed an Indian usually ridden by M. J. Graves. Derosier and Lingenfelder got away together and for several laps rode wheel and wheel. Then Lingenfelder took the lead, only to be passed a few seconds later by the Eastern crack. The two Indian machines were well matched for speed and the crowd rose and cheered as they saw a battle of the giants unfolding.

Derosier let his machine out to the limit, but instead of shaking the Californian, the latter hung on with the tenacity of a leech, and with the race half over passed Derosier again. Gradually Lingenfelder drew away and while rounding the last lap of the six miles argument well in advance of his opponent, Lingenfelder's machine skidded and in the fraction of a second he was headed straight for the railing that surrounds the top edge of the saucer. There was a screech from the women and a chorus of groans from the men as Lingenfelder hit the boards with a bump. Lingenfelder's wife in the grandstand fainted.

It was one of the most wonderful sights in the world to see the intrepid Californian get away from the fence. He yanked at the handlebars and the machine darted down toward the tunnel through which the crowd enters the arena. For a minute it appeared that he would be killed in the pit, but again he got his machine on the track and nar-

rowly missed the railing again. He managed to hold his balance, however, and finished several yards in front of Derosier. The physician refused to allow Lingenfelder to finish the remaining heats, despite the apparent disgust of Derosier.

Fred E. Whittler, whose riding at Salt Lake City places him in the A1 class of daring riders, rode into notice by winning the eight miles professional open from W. E. Samuelson, of Salt Lake City, and Arthur Mitchel, of Los Angeles. In the first heat a puncture put Whittler out of the



EDWARD LINGENFELDER

running, and Mitchel took the heat. In the next heat, however, Whittler had no trouble and won over Mitchel in the fast time of 6:45 $\frac{3}{4}$. The third and deciding heat was his rather easily. Later in the afternoon Whittler and Mitchel rode a special two miles match, which the Salt Lake boy won.

There were no startling performances in the amateur events, M. J. Graves winning the stellar honors. Graves started his afternoon's performance by winning the four miles handicap, in 3:46 $\frac{3}{4}$, Hubert Kittle, another Indian rider, coming in second, and Irwin Knapp third. In the six miles for singles Graves and Kittle again ran first and second, A Ward, on a Thor, taking the place. The time was 5:41 $\frac{3}{4}$.

There were two 4 miles open races and in the first Ward succeeded in taking Graves' measure, the time being 3:17 $\frac{3}{4}$. In the next event Graves was first over Kittle, the time being slower than in the preceding event.

Howard Shafer and C. W. Ridsen had some argument over the merits of their respective machines and decided that a two miles match would be the best way to settle the controversy. After the regular program was finished Shafer and Ridsen

battled, the latter coming out second best. No time was taken. The summaries are as follows:

Four miles for private owners, single cylinder machines—Won by R. Niederhauser; second, A. E. Butler; third, G. Schram. Time, 4:10.

Four miles handicap, amateur—Won by M. J. Graves, Indian; second, Hubert Kittle, Indian; third, Irwin Knapp. Time, 3:46 $\frac{3}{4}$.

Six miles match, professional—First heat won by Edward Lingenfelder, Alhambra, Cal., Indian; second, Jacob Derosier, Springfield, Mass., Indian. Time, 5:04 $\frac{1}{4}$. Remaining heats not run.

Six miles for single cylinder machines, amateur—Won by M. J. Graves, Indian; second, Hubert Kittle, Indian; third, A. Ward, Thor. Time, 5:41 $\frac{3}{4}$.

Four miles open, amateur—Won by A. Ward, Thor; second, M. J. Graves, Indian. Time, 3:17 $\frac{3}{4}$.

Eight miles open, professional—First heat won by Arthur Mitchel; second, T. M. Samuelson; third, Fred E. Whittler. Time, 7:04. Second heat won by Whittler; second, Mitchel; third, Samuelson. Time, not announced.

Four miles open, amateur—Won by M. J. Graves, Indian; second, Hubert Kittle, Indian. Time, 3:55.

Two miles special match, professional—Won by Fred E. Whittler; second, Arthur Mitchel. Time, 1:57 $\frac{3}{4}$.

Two miles special match, amateur—Won by Howard Shafer; second, C. W. Ridsen. Time not taken.

Reorganized Club Gets New Track.

The Garden City Wheelmen, of San Jose, Cal., has undergone a semi-reorganization, and new officers were elected as follows: President, Lauren La Hue; vice-president, C. Schowalter; recording secretary, W. Walther; financial secretary, H. Waltz; board of directors, L. La Hue, C. Schowalter, W. Walther, H. Waltz, G. G. Rowe, J. Jones, C. Baxter, Allie Baxter, A. Moore.

Negotiations recently were closed by which the club has secured the use of a new mile circular track and plans are being made for an elaborate program of races. The track has a gravel surface with seven foot banking on the turns, and is said to be one of the best at present in use in the country.

Theile Leads the Pacefollowers.

Theile, the German pace following crack, heads the winning list for 1909 with 18 firsts, 6 seconds, 8 thirds and 2 fourths. Darragon, Parent, Ryser, Guignard, Butler, Stellbrink, Walthour, Seres, Guenther and Robl come next in order.

Milwaukee Club Secures a Home.

The Milwaukee (Wis.) Motorcycle Club now is housed in quarters of its own. The new rooms are located in the Merrill building, at Second street and Grand avenue, which is in the heart of the city.

CAP THROWING BOY PROSECUTED

Motorcyclist Carries a Test Case Regarding the Practice to an English Court—Magistrate Commends Action.

A test case of importance not only to English motorcyclists, but to riders throughout the world, was heard at the last session of the Forrest Petty Sessional Court in England, wherein the throwing of a cap by a small boy at a motorcyclist was the cause of complaint. As cap throwing, and sometimes even the throwing of harder missiles, at motorcyclists is a not unknown pastime of the American small boy, the attitude of the English court upon this question should give motorcyclists courage to prosecute any offenders they might be able to catch for the benefit of all concerned.

The case was brought before the court by Major E. T. Dixon, J. P., of Hythe, against Charles Davy, a boy, of Totten, for throwing a missile on the highway to the annoyance of passengers.

Major Dixon stated to his brother magistrates that he was riding a motorcycle through Totten when there were several children playing in the road. A cap was thrown at him, which struck the front wheel between the spokes and the fork. He stopped within ten or fifteen yards, as he was not riding fast, and told the children that he was going for the police.

A police sergeant told of tracing the owner of the cap, who denied throwing it at Major Dixon, stating the wind had blown it in the way of the motorcyclist. A little girl, however, testified to the officer that she had seen the boy throw the cap, although the boy adhered to his denial.

Major Dixon informed the bench that he had brought the case forward merely as a test, and not as a desire to punish this particular boy, but to obtain a decision that would show that throwing caps at motorcyclists or bicyclists was a serious thing that might result in an accident or even death.

The magistrates, however, dismissed the case, but expressed the view that Major Dixon had been right in bringing it forward, as the act complained of was a most dangerous one. The reason for dismissing the case was that the boy had not been identified.

C. R. C. A. Renominates Adee.

Having served the Century Road Club Association so well and so long, it is not strange that Daniel M. Adee should be renominated for the office of president, and as there is no one to run against him, it follows that he again will head the organization; in fact, there are no contests for any of the offices, but the ballots nevertheless have been sent to all the members, the annual election taking the form of a mail vote. The polls will close Tuesday,

December 21. The nominations that have been made are as follows:

National Officers.

President, Daniel M. Adee; first vice-president, Paul Thomas; second vice-president, F. C. Graf, Jr.; financial secretary, A. R. Cooley; recording secretary, E. Lee Ferguson; treasurer, R. A. Van Dyke.

Eastern Division.

Centurion, Sylvain Segal; secretary, A. Koerner; treasurer, Fred Larsen; captain, L. Segal; directors, S. R. Morrison, J. W. Gull, A. R. Cooley, J. W. Johnston and C. E. Burch

Long Island Division.

Centurion, W. O. Stewart; secretary, Charles Stone; treasurer, A. H. Minterman; captain, P. Albars; directors, J. F. Paulson, Herman Kampe, A. E. Due, William F. Jacobs, Emil Greenbaum and D. D. Adee.

German Courts Blame Dog Owners.

The German Civil Code leaves no room for doubt as to the liability of dog owners for accidents to cyclists or damage to their machines through the agency of dogs, and some courts have very liberally interpreted the section dealing with the matter. For instance, a supreme court held that a cyclist who had lost his balance and suffered personal injury in endeavoring to kick a dog was entitled to compensation. The animal sprang barking alongside the machine, and the cyclist, fearing a bite or a spill, lunged out with his foot in the direction of the beast, thereby coming to grief. In another case a cyclist obtained judgment, although the dog was not in the immediate vicinity of the machine at the moment of the accident. According to the evidence, the animal, which was one of those dogs which never miss a chance of running after a cycle, disturbed the cyclist and prevented him from devoting full attention to the roadway, which was covered with snow, and, here and there, extremely slippery. The court regarded the action of the dog as a link in the chain of causes which led up to the accident, and gave judgment against the owner.

Where Sidewalk Riding is Acrobatic.

Cycling and motorcycling in Garden City, Kan., where riders have been permitted to use the sidewalks without restraint, henceforth will be of the "on again" variety. The wise and learned city fathers have decreed that henceforth when a cyclist or motorcyclist uses the sidewalks he shall dismount 20 feet before meeting a pedestrian, and wait until the person approaching passes, and simultaneously hop off and walk past pedestrians whom he overtakes. The new ordinance also requires all vehicles to carry lamps after nightfall.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

HOUNDS CHASE CYCLING HARES

Plenty of Adventure in Century Road Club of America's Second Annual "Hunt"—Confused by False Trails.

Yonkers, which is near New York, was the scene of the Century Road Club of America's second annual hare-and-hound chase on Sunday last, 28th ult. Fording streams, climbing barbed wire fences and darting across lots and through woods were only a few of the stunts that five foxy "hares" practiced to lead the "hounds" a merry chase.

The occasion for such unusual stunts on bicycles was the annual hare and hounds chase of the Century Road Club of America, and if the testimony of the members who participated either as chased or chasers—no pun intended—is to be believed, the outing was one of the most enjoyable promoted by this energetic organization this season.

Years ago hare and hounds chases were as plentiful as motorcycle club runs are nowadays, and perhaps even more so. For some unknown reason their popularity waned, perhaps because no club took the trouble to card them once in a while instead of club runs. Last year the "always alive, awake and actively astir" Century Road Club of America decided to rejuvenate interest in the good old-fashioned hare and hounds chase. The success was so pronounced that the organization decided to make it an annual feature, and last Sunday's affair brought out an unusually large crowd of "hounds" eager to run the "hares" to quarry.

The start and finish took place at the Empire City track and five "hares"—Walter McMahon, C. Wienert, John De Bruyn, Charles Fortenbach and Charles Hausenbauer—were given ten minutes' start over the pack of "hounds," who were in charge of Herman Geiler.

Each "hare" carried a bag containing five pounds of colored confetti, with which they marked the trail, but so unusually cunning were they that the "hounds" never did more than trail the paper scent. Every now and then, to make the chase interesting, the "hares" laid false trails, which balked the keen-scented "hounds." Once the "hares" took the railroad track for a half mile, and the "hounds" were so afraid of a train coming along and knocking them into dog-heaven that the "hares" had ample opportunity to widen the gap between the pursued and the pursuers. One of the hills crossed by the "hares" was covered with snow, and the "hounds" had their work cut out in climbing it afoot, much less on bicycles.

The long chase resulted in a victory for the "hares," for "Bell Hare" Hausenbauer piloted his little family back to the Empire track in 1 hour 20 minutes, 10 minutes before the panting "hounds" barked in.

COLLINS TOYS WITH SAN JOSEANS

Takes Both the Motorcycle Events and Rides a Fast Exhibition Mile—Accidents of the Day.

Although he did not break any world's records as announced, W. G. Collins, the San Francisco speed merchant, riding a 7 horsepower Indian, furnished the chief thrills of the day and cleaned up everything in the motorcycle classes at the final automobile meet of the season at San Jose, Cal., on Sunday last, 28th ult. Riding from scratch, Collins bagged both the 5 and 10 miles events and rode an exhibition mile in 53 $\frac{1}{2}$ seconds, which was good time for a dirt track. The five miles handicap, the curtain raiser, brought out a good field and the limit man had 30 seconds. Joseph Baumgardner, Indian, rolled up a good lead early in the race, and for a time seemed likely to be returned the winner, but Collins caught him on the last lap and led by 50 yards at the tape. Frank Andrade, Indian, was third. Time, 4:50.

In the 10 miles open, Collins again edified the spectators with some spectacular riding, and turned every mile under a minute, finishing in 9:28 $\frac{3}{4}$. Frank Estrade and Fred Stammers, both on Indians, finished in that order. Two accidents occurred, one of which resulted seriously. In the first mile of the 10 miles race John Baumgardner struck a soft spot in the track and his front wheel collapsed, throwing him about 40 feet. When picked up he was unconscious and at the hospital was found to have a fractured collarbone and severe lacerations about the head and body. While warming up for the first race Vincent Battelsee was temporarily blinded by the dust from a passing car and crashed into the rear of the machine. He also went to the hospital with a badly fractured arm. Ten thousand people, the largest crowd ever present at a local meet, witnessed the races, which were the first ever held on the new driving park track.

Hackney Wins Houston's Handicap.

With 48 starters, a majority of whom finished, the 13 $\frac{1}{2}$ miles handicap bicycle road race promoted by March Culmore at Houston, Texas, on Thanksgiving Day proved a big success. Tom Hackney, with 10 minutes' start, finished first and Clifton Wilson won the first time prize by covering the distance in 45 minutes.

The course was a difficult one and the roads were none too good, and as the course lay over several railroad tracks and through tunnels, the riders several times were compelled to slacken their speed.

The race had several features, not the least of which were the awards to riders finishing first upon certain makes of bicycles, the awards in these classes being as follows:

Stawana riders—First, Tom Hackney; second, John Morrissey; third, Charles Corneal; fourth, Ed Sterrett; fifth, Oscar Chance.

Dayton riders—First, Carl Moerer; second, Rol Robinson; third, Ben Suderman.

Cleveland riders—First, Wally Wilson; second, Wilbur Rawls; third, Tom Lubbock.

National riders—First, Clifton Wilson; second, Oscar Chance; third, Ed Sullivan; third, Fred Reese; fourth, Lennie Hines.

The handicap limit was 15 minutes, the other marks being 10 minutes, 5 minutes, 3 minutes and scratch. The last named was the largest division, 20 riders starting from the honor mark.

Tom Hackney, as stated, won the first place prize from the 10 minutes mark. Ernest Trivero was second, John Morrissey third, Charles Corneal fourth and Edward Morse fifth. The second time prize was won by Oscar Chance, one of the scratch riders, his time being 45 minutes 50 seconds.

German Motorcyclists Chase Balloons.

German motorcyclists have a new game. It is that of chasing a balloon, and should prove a diverting variation of an "air" and hounds chase. The German Motorcyclists Association sent its first balloon from Dresden and 50 riders set out to follow it. The first prize was withheld owing to a technical omission on the part of the balloonists, but the second prize—a silver cup—was awarded to the motorcyclist who reached the balloon four minutes after it had landed.

Gets 70-Odd Years to Pay a Bill.

Unless he lives to an unusually ripe old age, a Manchester (England) cyclist has the privilege of dying legally in debt. Sued for failure to pay the balance due on a bicycle which he had purchased, the court entered an order requiring that he make payment at the rate of one penny per month. As the amount involved is about \$18, it will take more than 70 years to obey the order, thus probably creating a "world's record" in respect to installment sales.

Cheyenne Has a Motorcycle Club.

Attesting their belief in the old saw "in union there is strength," 14 motorcycle riders of Cheyenne, Wyo., held a meeting last week at the bicycle store of Wilson & Lee and took preliminary steps toward the formation of the Cheyenne Motorcycle Club. Pending permanent organization, the following temporary officers were chosen: W. T. Lee, president; E. Stephens, secretary, and F. Boyer, treasurer.

Motorcycle Cops' Big Mileage Records.

The great distances covered by motorcycle policemen in the line of duty is aptly illustrated by the two men who constitute the Hartford (Conn.) squad. Since May 15th last, their cyclometers prove that they each have ridden 7,000 miles. They are employed not only for chasing scorchers, but for responding to emergency calls.

MUST SWEAR IN MASSACHUSETTS

Motorcyclists Also Must Bring Witnesses to Substantiate Their Oaths—Queer Registration Requirements.

Elaborate preparations having been made for the extraction of increased amounts of money from those who own and operate motor vehicles in the State of Massachusetts the State Highway Commission is making ready to carry out the provisions of the new measure to the very last letter, incidentally subjecting the motorists to much the same sort of treatment as criminals are forced to submit to. The issuance of licenses commences next week, although the law itself does not go into effect until the first of the new year. By its terms, motorcyclists are required not merely to certify to their sex, age, height, color, etc., but are required to swear to these and other details, as, for instance, whether or not they have been convicted of violating the motor vehicle laws of any state or the by-laws of any town, within one year, and also must have three able bodied witnesses certify upon honor that they believe in the correctness of the applicant's statements and in his competence to operate a machine. The registration fee is \$2, and the registration remains valid for one year.

The information required of the applicant includes a question as to whether he has transferred the ownership of any machine which he has registered in Massachusetts during the year. This is to enable the commission to trace machines that have been sold during the year, and perhaps have not been re-registered. Other questions are as to the name of the maker, type of machine, manufacturer's number of the machine, manufacturer's horsepower rating, number of cylinders and bore of cylinders. A full statement as to whether the machine complies with the law in respect to adequate braking, lighting and signaling arrangements also is required.

Johnson Vermont's Commissioner.

For the first time, Vermont has an F. A. M. State Commissioner. C. C. Wilber, presiding vice-president of the Eastern District, has appointed Daniel C. Johnson, of Bellows Falls, to fill the office.

Los Angeles Meet Declared Off.

Because of rain which rendered the track slippery, the Los Angeles (Cal.) Motorcycle Club's Thanksgiving Day race meet at Ascot Park was declared off. It was thought too dangerous to attempt any fast work under the existing conditions.

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GOOD COLOR IN CASE HARDENING

Methods by Which It May be Obtained—
the Use of Granulated Raw Bone
and Soft Water.

Manufacturers or repairmen who have difficulty in obtaining good color results in case-hardening should give particular attention to the preparation of the work, says an expert case-hardener. To obtain bright colors, the surface of the work must be perfectly clean and brightly polished; if it is greasy or poorly finished it will not take bright colors. To produce good colors with granulated raw bone, it must be thoroughly charred. An easy and economical method of doing this is to put it into iron boxes about 9x9x36 inches, covering them tightly, and placing them in the furnace at night, after the work has been withdrawn. The remnant of fire and heat remaining in the retort is sufficient to char the bone during the night. If, however, there is much fire left, it must be partially deadened, as the object to be attained is to char the bone without burning it. If smaller boxes are used they must be watched and removed from the furnace when the bone is charred. Where there is sufficient oven room, this sometimes can be arranged, to be done during the day.

There is perhaps no more important operation connected with case hardening than the proper packing of the work, which should be contained in a cast iron box of suitable size as, for instance, screws or similar work $\frac{1}{4}$ to $\frac{3}{4}$ of an inch should be placed in a box 4x4x8. In the bottom of the box should be placed a layer of charred bone, then a layer of the work to be hardened and colored, and so on, alternating with each, until the box is filled to within $1\frac{1}{2}$ inches of the top. The remainder of the space should be filled with charred bone, the cover plate put on and the edges luted or plugged with clay. In packing, care should be taken to keep the work at least $\frac{1}{2}$ inch from the sides and ends of the box, and to keep the pieces from coming into contact with each other.

After the packing is completed the boxes are ready to be placed in the furnace, where they should be heated to a good cherry red and held at that color for from two to four hours. To obtain good colors the heat must be kept uniform; if the temperature is too hot there will be no color. A good cherry red heat must be maintained from the time the boxes are placed in the furnace until they are ready to dump. With very small work this time may be reduced somewhat; with very heavy work it may be increased. A little experiment is necessary to properly determine this period. The governing element is, that in order to obtain the best results, it is necessary to employ a furnace that gives and maintains a good uniform heat.

While good colors can be obtained with hard water, soft water will give much better results. The bath should be arranged as follows: the water pipe should be brought up through the bottom of the barrel, reaching about half way to the top; the outlet should be placed about six inches from the bottom of the barrel, and the supply pipe connected with a pipe to an air pump, so that the air and water mix in their passage through the pipe and enter the barrel together. When the boxes are being dumped, there should be a stream of water and air running into the barrel, and a sieve should be hung under the surface of the water, in which to dump the work. While the air pump is not absolutely necessary, its use is attended with more satisfactory results. Running water is necessary if large lots are to be dumped as the water must be kept cold,

a regular gas flame, until they are drawn to the desired color. Then they should be plunged in cold water, dried in sawdust and oiled slightly to avoid tarnishing. By using a regular gas blaze, and noting the exact time required, the process can be regulated to a nicety to produce any color desired from a light straw to a dark blue. If preferred, the parts may be placed in a wire screen cylinder, where the color changes may be seen, and the whole revolved over a slow fire. The fire must be free from gas or the parts will be stained.

How Langley Encloses Postage Stamps.

In the gentle art of enclosing a postage stamp, Roscoe Langley, a cycle dealer of Silverton, Ore., believes he has a method which is even better than that which was quoted in the *Bicycling World* a few weeks ago. To prove it he forwarded a letter with two stamps "woven" in the letterhead as a demonstration.

"Here is a way that I have used for so long that I have forgotten whether I invented it or picked it up from some bright person," he says. "Make two or three slits in the sheet of paper and 'weave' the stamp in and out through the alternate slits. The rough edges of the stamp will not prevent its being put in, but will avoid the stamp's slipping out."

The slits may be made either with a pen-knife or scissors. They are made parallel down the sheet, like the rungs of a ladder, considerably wider than the stamp itself. The stamp when inserted is held by the strips of paper alternately across its back and face.

Proper Lubrication for Tire Pumps.

The majority of tire pumps still are supplied with leather washers, which make or mar the pump according to their condition. When a pump is new the washers, which generally are lubricated with vaseline, compress every atom of air which is taken in on the suction stroke, and practically all of it is forced into the tire, except that which may escape at the hose connections. This high compression in the pump barrel causes the vaseline to melt rapidly, permitting the air to escape past the washer, which becomes shrivelled and dry, and renders the pump practically useless until new packing is fitted. Being better adapted to withstanding high temperatures without thinning out, 3-in-One, engine cylinder oil or graphite are far more suitable than vaseline for lubricating the pumps and should be employed whenever new washers are to be applied.

How to Remove a Contrary Nut.

A nut that resists every attempt at getting it loose usually becomes more docile after it has been heated for several minutes. This can be done with a torch or by holding a hot piece of iron against it for awhile, which will cause the nut to expand slightly and make it very much easier to remove.

Morgan & Wright Motorcycle Tires

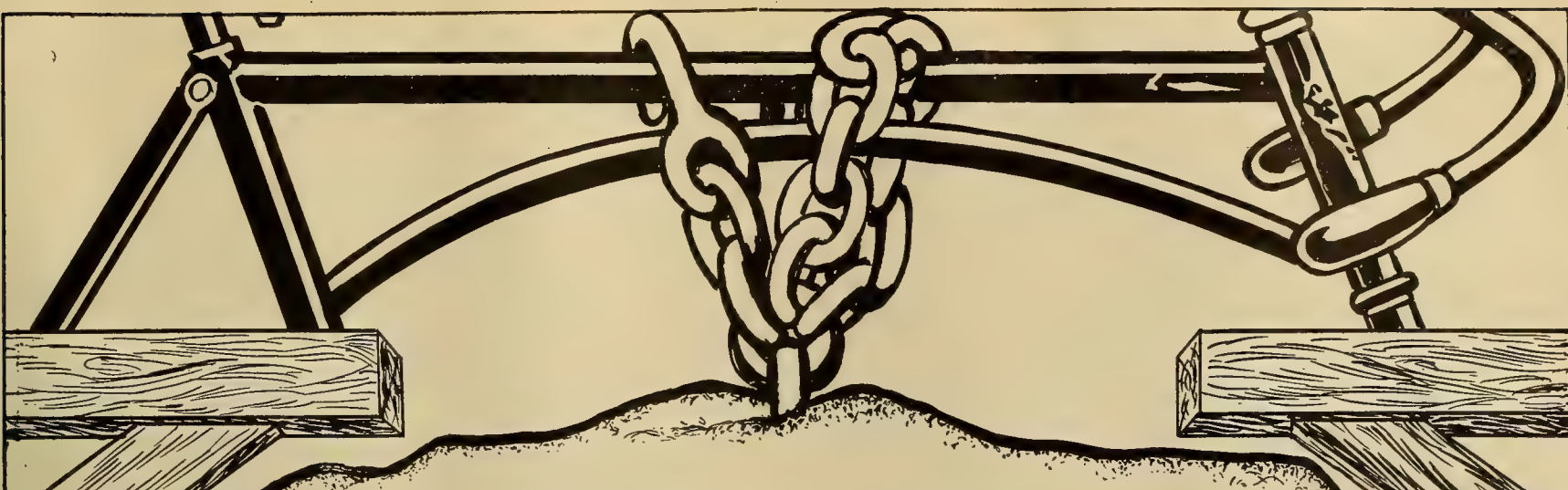
would not now be
ridden by almost
every well-known
race and endurance
rider in the country
if they had not
conclusively proven
themselves to be
on a plane above
other tires in the
matter of speed,
dependability and
wearing qualities.

MORGAN & WRIGHT
DETROIT

while small lots may safely be dumped into a bath of still water.

When the work is ready to be dumped, the boxes should be withdrawn from the furnace, held close to the surface of the water over the sieve, and emptied quickly. This operation requires the nicest care, in order that the air may not strike the iron before it reaches the water, for if this occurs; the work will assume a black or blue-black streaked color. When the dumping operation has been completed, the work next should be separated from the bone and boiled out in clean water. It then should be dried in sawdust and oiled over slightly while hot—ordinary machine oil will do—which will bring out the colors and keep it from tarnishing.

To secure colors ranging from light straw to deep blue, after the processes described have been faithfully observed, the pieces should be placed in a tumbling barrel until they are brought to a bright polish. After they are thoroughly polished, they should be placed in a cylinder and tumbled over



A RIGID FRAME

makes an easy running bicycle. The rider's propelling power is transferred to the wheels without loss.

A rigid frame means long life to the bicycle. It preserves perfect alignment and saves strain on all the running parts.


THE IVER JOHNSON TRUSS BRIDGE BICYCLE

has one of the lightest but THE MOST RIGID FRAME MADE. It's built like a truss bridge. Every other part is of an equal grade of excellence.

Dealers everywhere refer to the Iver Johnson as an easy seller and a guarantee against "comebacks." Send for our 1910 Catalogues.

IVER JOHNSON'S ARMS AND CYCLE WORKS, Factory and General Sales Office, 360 River St., Fitchburg, Mass.

Pacific Coast Distributors: **BAKER & HAMILTON**, San Francisco, Cal.
 Southern Selling Agents: **HENRY KEIDEL & CO.**, Baltimore, Md.
 New York Office: 99 Chambers St.



YOU MUST ACT QUICK AS LIGHTNING!

"3-IN-ONE" Prices Advance January 1!

December is the last and only month you'll ever be able to get "3-in-One" at the old (the present) prices! If you're wise as hundreds of other good retailers have been during the last month, you'll order a big "3-in-One" supply for 1910 immediately!

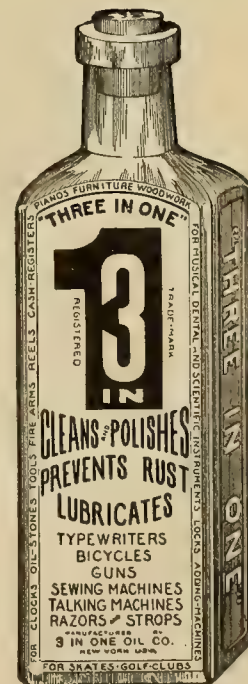
Remember you can sell half again as much "3-in-One" in 1910 as you sold in 1909! WHY!—Because we have greatly increased our newspaper, magazine, bill-board and circular advertising—because our unique plan of putting a generous "3-in-One" sample right into your prospective customers' hands will bring them through your front door with the money for a bottle of "3-in-One" and then still more. We will sweep your counters clear of "3-in-One" in a hurry. We will sweep big, fat, extra profits into your pockets, IF you stock up now at the old prices.

"3-in-One" is the fastest selling oil on the market—and the best oil, too. It's the only oil that lubricates, cleans and polishes and prevents rust. Has a hundred uses in every home, office or factory. Needed by a hundred people where any other oil is needed by one. Close manufacturing margin and heavily increasing manufacturing costs compel us to raise the price. We've given you ample notice.

This is the last call.

Don't Forget! Not an order at present prices will be accepted after January 1, 1910. Jobbers in all lines are fully informed about the new prices and will maintain them.

3-IN-ONE OIL COMPANY, 42 Broadway, New York



ONE MOMENT

LET THE
NSU

TWO SPEED**Do Your Work**

WHY WORRY and fret
as to how you are going
to get started when you've
flopped off in the sand?

WHY WORRY and pedal
your legs off to get your
engine firing when you start
on your trip?

WHY WORRY and per-
spire yourself to death
when confronted by that
seemingly unsurmountable
hill?

Y?

IT'S all made perfectly
simple and simply perfect
by riding an N. S. U., "The
World's Best Motorcycle,"
equipped with the non-de-
structible

N. S. U. Two Speed Gear

which if desired, can be
equipped to all V Belt Drive
Motorcycles on the market.

Write for catalog "B," it explains all.

N. S. U. MOTOR COMPANY

Members M. M. A.

206 W. 76th Street, New York

RECENT PATENTS.

926,330. Electric Ignition Device. Theodore Hubert, New York, N. Y., assignor to Charles F. Splittorf, New York, N. Y. Filed April 4, 1906. Serial No. 309,736.

1. The combination of a magneto, with an arm mounted concentrically with respect to the armature axis, means to cause said arm to move bodily laterally as it rocks, and means connecting said arm with said armature for causing rotary movement of said armature by the lateral movement of said arm while permitting said armature to rotate independently of said arm.

926,371. Repair Plug. Robert H. Weber, Sioux Falls, S. D. Filed Feb. 24, 1908. Serial No. 417,408.

A repair plug of the character described, comprising a relatively flat body portion formed with a stem projecting outwardly from one side, and a wire mesh reinforcement embedded centrally within the body portion and terminating short of the margin thereof to provide flexible edge portions, said wire mesh extending beyond the stem to provide a reinforced portion all around the same, as and for the purpose specified.

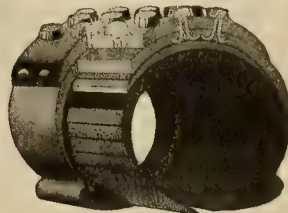
926,390. Motorcycle. John David, Geneva, Switzerland, assignor to J. David & Cie., Geneva, Switzerland. Filed Oct. 3, 1906. Serial No. 337,174.

A motorcycle consisting of the combination with frame members; and wheels mounted therein for supporting the same; of an engine casing fastened to said frame members; a plurality of cylinders mounted upon said casing; pistons which work in said cylinders; an engine shaft driven by said pistons; a carburettor mounted between said cylinders; a firing device carried directly by said casing; a belt which connects said engine shaft with one of said wheels; a belt tightener carried by said casing for regulating the tension of said belt; and means carried by one of said cylinders for moving said belt tightener.

Motorcyclists!

Here is the Long Service-No Trouble Tire

Not an experiment, but a proven success. Reduce your tire expense by using the only tire which is puncture-proof and has a guaranteed mileage.



A combination tire of the best rubber and fabric foundation vulcanized to an outer casing of pliable but impervious leather. This wonderful leather is proof against blowouts and punctures and it grips the road. Safety and service combined. Send for description and price to-day.

THE KING LEATHER TIRE COMPANY
3425 Vliet Street Milwaukee, Wis.

LIVE WIRES

We Buy Right and We Sell Right.

FOUR STORES.

Get our catalogue of bicycles and bicycle goods.

HAVERFORD CYCLE CO.

PHILADELPHIA

Buffalo

Washington

EVERY LIVE DEALER
sells

Duckworth Chains
Whether for bicycles or motorcycles they always
are in demand, and not to carry a stock of them
is to lose business. Duckworth Chains are the
standard.

DUCKWORTH CHAIN & MFG. CO.,
SPRINGFIELD, MASS.

EXCELSIOR
AUTO-CYCLE

**A Record of
Steady Service**

¶If you have read the
reports of road and reli-
ability runs, you must have
noted the prominence of
the

**EXCELSIOR
AUTO-CYCLE**

It has taken part in every
big road test of the year
and has held a prominent
position in the perfect
score list every time.
This tells the story of

Excelsior Quality

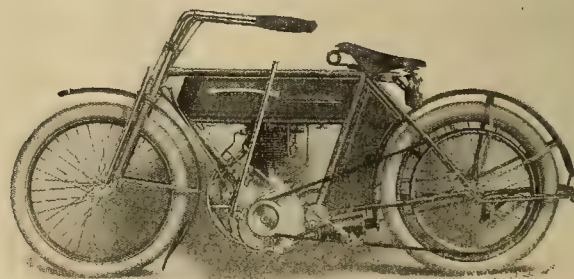
THE QUALITY THAT
MAKES GOOD EVERY TIME

¶We are already receiv-
ing many applications for
1910 territory. Better get
busy.

Excelsior Supply Co.

(Established 1876)

233-237 Randolph Street
CHICAGO, ILLINOIS



New Departure Sundries

Coaster Brakes Front and Rear Hubs

*Cyclometers
Trouser Guards*

Bells

*New Departure Bells have
a tone thats all their own*

*New Departure Cyclometers
Tell the Tale when others fail*

*New Departure Coaster Brakes
Ride All Day, Coast Half Way*

No Higher in Price than other kinds, Much higher in Quality.
THE NEW DEPARTURE MFG. CO. BRISTOL, CONN.

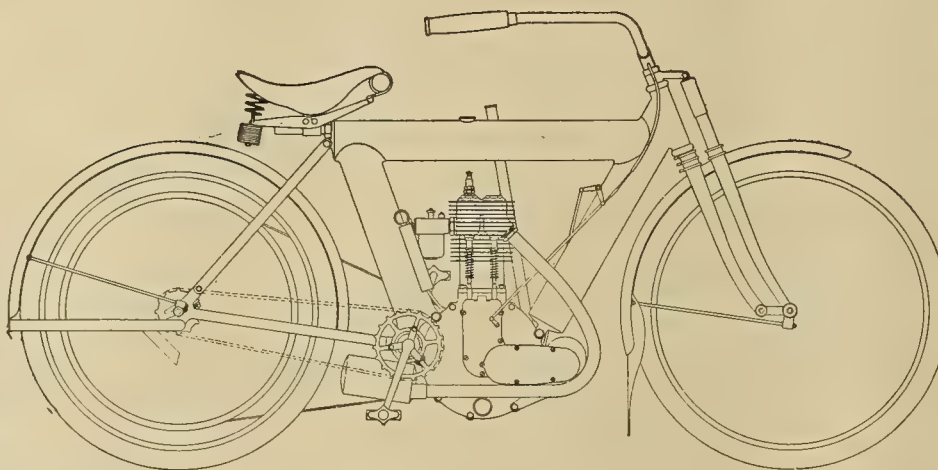
Coaster Brake Licensors.

1910—THE LINE THAT SELLS

Pierce Vibrationless Motorcycles

Four Cylinder

Two Speed, Free Engine,
Increased Power, Large
Tubing, Shaft Drive,
Mechanical Oiler, Slid-
ing Gear Transmission,
Magneto Ignition.



Single Cylinder

Ball Bearing Motor, Free
Engine, Belt Drive,
Large Tubing, Magne-
to Ignition, High Power,
Long Stroke, Smooth
Running.

Ride the machine that's best—handle the line that pays.

A reliable company, lodged in a factory, will produce good products. We never produced anything superior to our 1910 line of Motorcycles. Our 1910 advance catalogue gives complete description. Ask for copy.

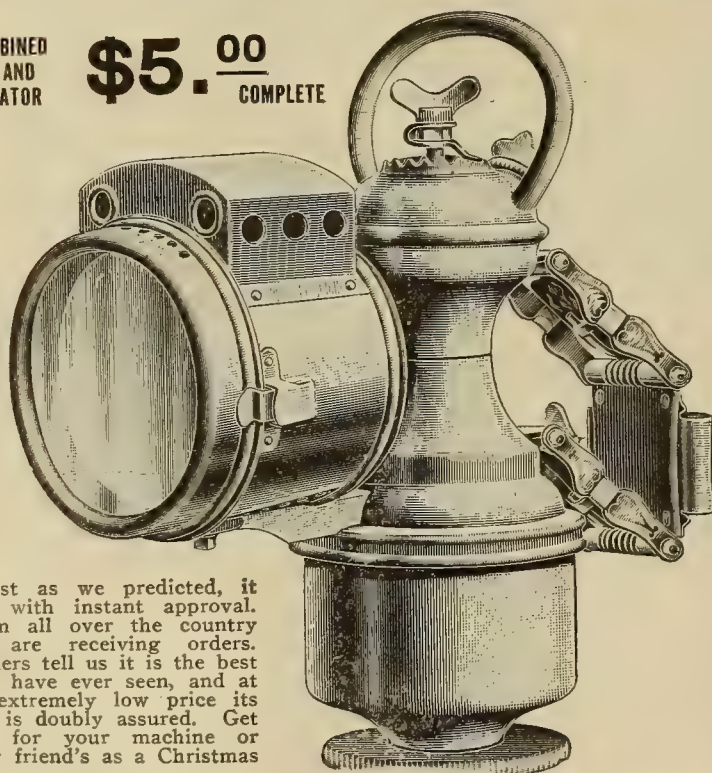
Our Proposition, "The Agency That Pays" will be submitted to any dealer on request.

THE PIERCE CYCLE COMPANY, Buffalo, N. Y. ☐ PACIFIC COAST BRANCH OAKLAND, CAL.

THE LEADING LAMP FOR 1910

COMBINED
LAMP AND
GENERATOR

\$5.⁰⁰
COMPLETE



Just as we predicted, it met with instant approval. From all over the country we are receiving orders. Dealers tell us it is the best they have ever seen, and at its extremely low price its sale is doubly assured. Get one for your machine or your friend's as a Christmas gift.

Lamp and generator are finished in nickel. Complete outfit weighs only 22 ounces. Generator is 7½ inches high. Lamp is 3 inches diameter. Socket on lamp will fit any bracket.

THE MOTOR CAR EQUIPMENT CO., 55 Warren Street, New York

Diamond Bicycle Tires for 1910 THE BEST AS USUAL

Progressive. That's the Diamond way and every one of the 11 brands of Diamond Bicycle Tires are made better today than ever before. New catalog on request.

THE DIAMOND RUBBER CO., Akron, O.

"The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

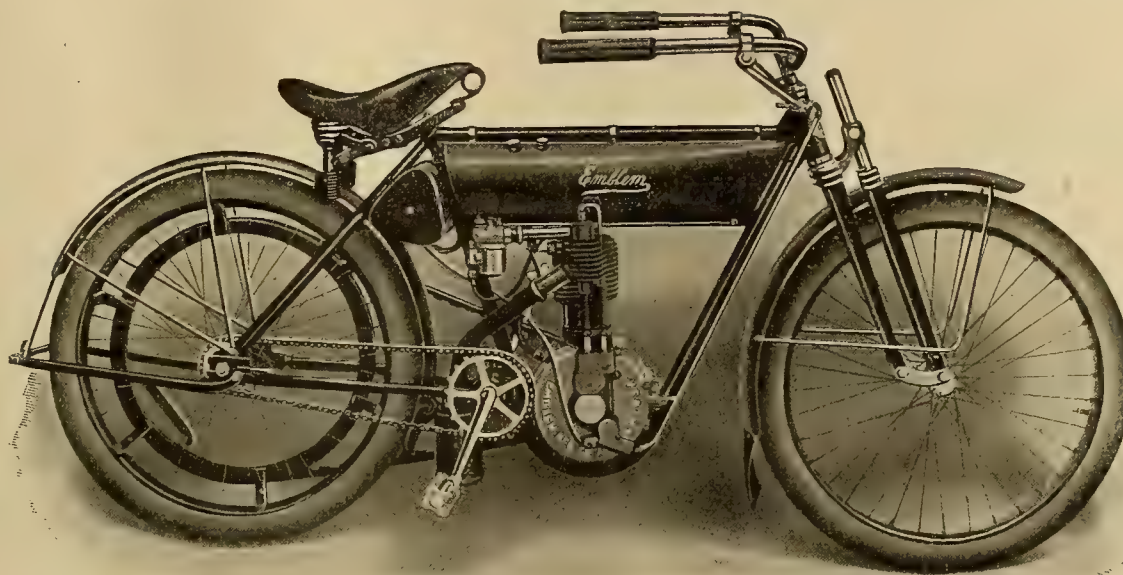
THE APPEALING FEATURES (and there are lots of them) OF EMBLEM MOTORCYCLES

will be more conspicuous than ever in the 1910 models and the addition of a 7 horsepower "twin" will round out the line.

**3½ Horsepower
Single Cylinder**

**4 Horsepower
Single Cylinder**

**7 Horsepower
Twin Cylinder**



**Placing Agencies now.
WANT ONE?
It is the best
motorcycle
proposition
of all.**

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington.

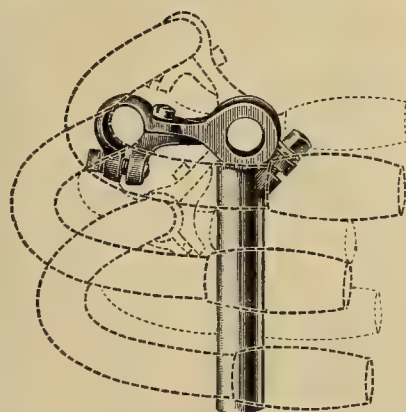
SHALER Electric Vulcanizer



Our New Motorcycle Tire Vulcanizer is modeled after our Type C Auto Tire Vulcanizer. There are nearly 5,000 garages coining money with the Auto Tire Type.

Get wise, Mr. Motorcycle Man. Seize this opportunity to add to your profits.

**The Only Motorcycle Tire Vulcanizer Made.
G. A. SHALER CO. Box F, WAUPUN, WIS., U.S.A.**



ECHO

**ADJUSTABLE
ALL-WAYS
HANDLE BAR
EXTENSION**

Write for Prices

**Forsyth Mfg. Co.
BUFFALO, N. Y.**



Put a
**SPLITDORF
MOTORCYCLE
PLUG** in your engine and
see the difference

C. F. Splitdorf

261 Walton Avenue

NEW YORK

Our Motorcycle Supply Catalog

is for every dealer or rider who will send for it. It shows the largest and most complete list of accessories and supplies ever prepared. "Try Widmayer" has become proverbial, where motorcycle parts and accessories are concerned, and the catalog shows why.

USED MOTORCYCLES FROM \$25 UP!

All makes and types, from one to four cylinders. Thoroughly overhauled and in good running order. Some splendid bargains.

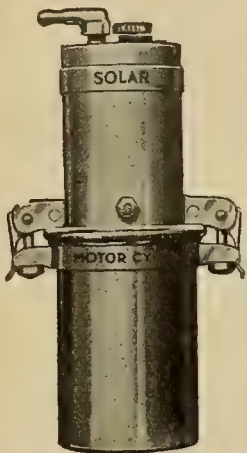
OVERHAULING AND REPAIR WORK.

Our facilities for restoring machines to a condition where they run like new are unsurpassed.

F. B. WIDMAYER CO., 2312 Broadway, New York
Indian and Harley-Davidson motorcycles, belt and chain drive.

Ride All Night If You Need To!

But see to it that your machine is fitted with the new SOLAR motorcycle lamp and generator. That is the one outfit that will make your night riding safe. Ask any rider who has one what he knows about the Solar. It's dollars to cents he can't be induced to use anything else. Do you feel the same way about your present equipment?



THE BADGER BRASS MANUFACTURING CO.

Two Factories:

Kenosha, Wisconsin
437 Eleventh Ave., New York.

Valuable Premiums WITH NEVERLEAK

The following is a partial list of the elegant and useful premiums which you can obtain in return for Neverleak Certificates. One Certificate is enclosed with each dozen four ounce tubes. Write for the complete list of premiums.

FOR FIFTEEN CERTIFICATES we will send you a genuine \$6.00 self-filling Conklin Fountain Pen; a large, massive, solid 14k gold pen and a beauty, which retails at \$6.00.

FOR TWENTY CERTIFICATES we will send you a 42 piece decorated china Dinner Set. The china is of fine quality and pure white. The decorations consist of graceful sprays of blue forget-me-nots and exquisite tracery from pure coin gold. The decorations are all hand work.

FOR THIRTY-THREE CERTIFICATES we will send you one fine solid Cowhide Leather Suit Case, 24 inches long. It has a steel frame, cloth lining, No. 17 Vienna handle and solid leather corners. A fine, substantial, high-grade Suit Case.

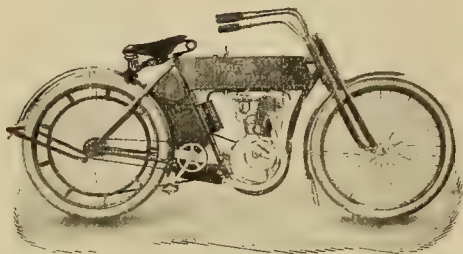
FOR FORTY-EIGHT CERTIFICATES we will send you a 20 year, gold-filled watch, with open face, No. 16 size, latest thin model, pendant setting and screw back. The movement is fully guaranteed New York Standard, 7 jewel, and is one that will give the very best of satisfaction.

Send Certificates direct to

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

NOISE

WON'T SELL A MOTORCYCLE BUT
SILENCE MAY.



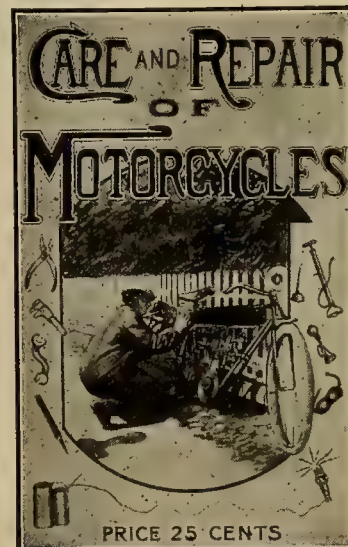
THE HARLEY-DAVIDSON
Is The Quietest Motorcycle On Earth

And this is one of the
many reasons why
It Sells Itself

Let us tell you more about "THE STURDY GRAY FELLOW"

HARLEY-DAVIDSON MOTOR CO. MILWAUKEE WISCONSIN

REVISED AND ENLARGED



72 pages; Illustrated.

"That book, 'Care and Repair of Motorcycles' is all right, and the motorcyclist who spends a quarter for one makes a mighty good investment. I want to sort of thank you for getting it out; it has helped me."—Van Allen Lyman, Glens Falls, N. Y.

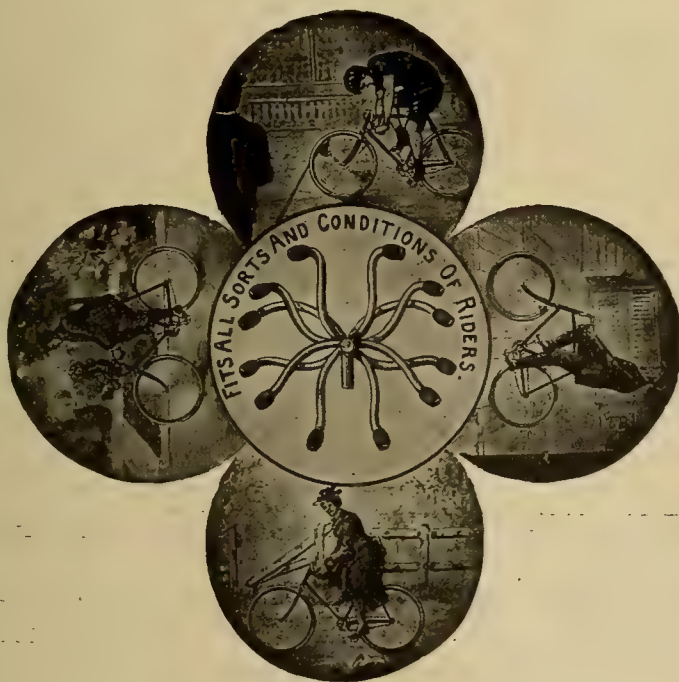
BICYCLING WORLD COMPANY
154 Nassau Street New York City

THE STEERING APPARATUS

of any vehicle that moves on land or sea is a mighty important part of the vehicle and is not to be selected indiscriminately. That is one of the reasons why the

Kelly Adjustable HANDLE BAR

long ago became the standard "steering gear" of the best bicycles.



And this is due not only to its quality and reliability, but to the fact that its adjustability adds to the satisfaction of cycling by adding to the comfort of riding and making it possible for man, woman and child to meet varying conditions of road and wind as they arise.

KELLY BARS ARE WORTH INCLUDING IN YOUR SPECIFICATIONS.

Kelly Handle Bar Co.
CLEVELAND, OHIO



You Can Repair the Goodyear Pathfinder

That's one thing that brings more bicycle tire customers to the Goodyear Pathfinder dealer.

The Pathfinder single tube tire is so constructed that lasting repairs can be made either by plugs or vulcanization.

Most bicycle tires cannot be repaired. Once they begin to wear out it's the junk pile for them. The reason the Goodyear Pathfinder can be repaired is that it is made only of new rubber as nearly pure as possible to put in a bicycle tire to vulcanize properly.

We pay four or five times for Pathfinder Rubber than we would have to pay for inferior grades. We could even get "reclaimed" rubber from old worn out tires, overshoes, etc., at 10 cents a pound.

But that wouldn't make the kind of tire you get in the Pathfinder.

The fabric in the famous Goodyear Pathfinders is a special closely woven Egyptian. A strip of this fabric one inch

wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The Pathfinder's cover is another strong feature. See how tough it is! Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

Remember, more than 600 dealers—one to a town in all parts of the country—are making money on the Goodyear Pathfinder.

It is one of the most popular tires of the Goodyear line—and that's saying a good deal.

Write us, if we are not represented in your town, and see what there is in it for you. Start a letter today!

The Goodyear Tire & Rubber Company

MOAL STREET, AKRON, OHIO.

BRANCHES—Atlanta, 90 North Pryor St.; Boston, 669 Boylston St., Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 East 5th St.; Cleveland, 2005 Euclid Ave.; Denver, 28 West Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. & Broadway; Philadelphia, Broad and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; St. Louis, 3935 Olive St.; San Francisco, 545-551 Golden Gate Ave.; Washington, 1026 Connecticut Ave.

WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

MOTORCYCLES OF ALL MAKES
OVERHAULED DURING THE
WINTER AT SPECIAL PRICES. BRAZE-
NOR & RUDERMAN, MOTORCYCLE
EXPERTS, 849 BEDFORD AVENUE,
BROOKLYN, N. Y. TEL. 1346-W WIL-
LIAMSBURG.

FOR SALE—One new 1909 Yale 3½ h.p.
motorcycle, never been run on the
streets, at \$150. One 3½ h.p. '09 Yale, with
magneto, original cost \$240, at \$160, and
guaranteed in perfect condition. Must close
out at these low prices on account of 1910
models coming in. R. S. MATTOON, 1551
Michigan Ave., Chicago, Ill.

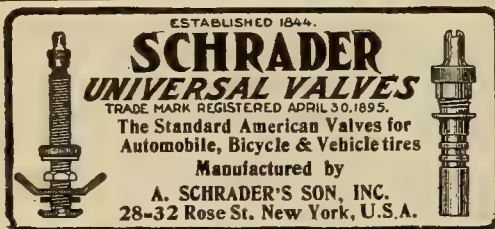
MAKE arrangements now to have your
motorcycle overhauled. Enameling
any color. Work done right at a reason-
able price. In stock now about 25 second-
hand machines taken in trade for new In-
dians. Come and buy one. If from outside
Providence will allow carfare and deliver
express paid. Winter storage 50 cents per
month. B. A. SWENSON, Providence,
R. I.

WANTED—A sober, competent man,
who thoroughly understands motor-
cycle constructing and the designing of
same; also capable of making drawings. A
good opening for the right man. Address
H. Bicycling World, Box 649, New York
City.

RARE bargains in motorcycles, new and
used; sundries at lowest prices. Get
our catalog. WHIPPLE, the Motorcycle
Man, 260 West Jackson Blvd., Chicago, Ill.,
U. S. A.

THE SIDNEY B. ROBY CO.,
ROCHESTER, N. Y.

Bicycle and Motorcycle Sundries
GET OUR PRICES



Mesinger Cavalry No. 3

Best Saddle for long distance.

H. & F. MESINGER MFG. CO.,
1801-1803 First Ave. New York.

THE OLD PHILADELPHIA HOUSE

Our Catalogue is ready and will be mailed
for the asking.

GEO. W. NOCK CO.

Jobbers of

BICYCLES and SUNDRIES

126 N. Fourth St. PHILADELPHIA

Who would think of building Bicycles,
Coaster Brakes, Lawn Mowers,
Sewing Machines, etc., without using
therein the



Star Ball Retainers

WHO? Tell Us

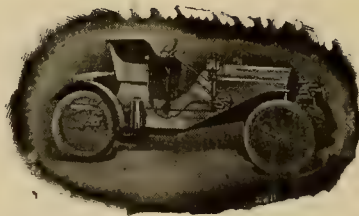
The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany



Worcester Pressed Steel Ball Cups

Case Hardened by
our Special Process

Worcester Pressed Steel Co.
WORCESTER, MASS.



\$378

buys this \$600
runabout equipped
with Bosch mag-
neto, Schebler
Carburettor, Ar-
tillery wheels if
desired. Write
for book "I."

METZ COMPANY,

Waltham, Mass.

HIGH GRADE

wheels must have
the best equipments

There is nothing that gives more value for the
money than the use of the

MORSE TWIN ROLLER CHAIN



**NOISELESS IN MUD,
WATER OR DUST AND
ALWAYS EASY RUNNING**

The only chain having **FRictionless**
ROCKER JOINTS. Insist on having the
Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE
PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.

Special Stampings

FROM

SHEET METAL

THE CROSBY CO., Buffalo, N. Y.

I WANT every Bicycle Dealer in the United States to have a copy of my 1910
catalogue of **BICYCLES, TIRES AND SUPPLIES**

I buy right and I sell right. Let's get acquainted. Be sure and see the 1910 "OXFORD" Bicycles. The best
proposition ever offered. Get busy—NOW.

57 Washington St.

ALBERT E. GOODBY

Providence, R. I.

TO THE LIVE MAN

interested in cycling or motor-
cycling who realizes the value of
keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

Enclosed find \$2.00 for which enter my subscription to
THE BICYCLING WORLD AND MOTORCYCLE REVIEW
for one year, commencing with the issue of _____

Name _____

Address _____

DEALERS' DIRECTORY**NEW YORK, N. Y.**

Indian and Excelsior Motorcycles.
Parts, Repairs, Accessories and Storage.
Complete Power Repair Shop and Experienced Men.
F. B. WIDMAYER CO.
Tel. 998 River 2312 Broadway, New York.

McLaughlin & Ashley Co.
2384 Broadway (Tel. 3141 Riverside) New York
N. S. U. & MERKEL MOTORCYCLES
Storage, Repairs and Accessories.

INDIANS AND READING STANDARD MOTORCYCLES.
ALSO COLUMBIA AND HARTFORD BICYCLES
AMOS SHIRLEY, Agent,
935 Eighth Ave., bet. 55th & 56th Sts., NEW YORK

TIGER CYCLE WORKS CO.
782 Eighth Ave., NEW YORK.
ROYAL PIONEER AND RELIANCE MOTORCYCLES
RACYCLE BICYCLES.
Full Line of Parts and Accessories.

T. J. SIXSMITH,
New York Headquarters for R-S MOTORCYCLES.
Expert Repairing, Storing. Spare parts for all makes of Motorcycles.
203 West 100th St., NEW YORK
Tel.—8861 Riverside.

BROOKLYN, N. Y.

CURTISS MOTORCYCLE CO.
H. J. WEHMAN, Manager.
1203 Bedford Ave., BROOKLYN N. Y.
CURTISS MOTORCYCLES
Storage. Repairs. Supplies.

BEDFORD MOTORCYCLE CO.
BRAZENOR & RUDERMAN,
849 Bedford Ave., BROOKLYN N. Y.
"THOR" AND EXCELSIOR MOTORCYCLES
Repairs, Supplies. Telephone 1346-W Williamsburg.

Tel. 1247 Main. Open Evenings.
GEO. S. UNISS,
117 Court St. BROOKLYN, N. Y.
Bicycles, Motorcycles and Sporting Goods.
South Brooklyn Agency
IVER JOHNSON, COLUMBIA AND TRIBUNE.

PROVIDENCE, R. I.

B. A. SWENSON,
298 Blackstone St. PROVIDENCE, R. I.
Cor. Prairie Ave.
INDIAN MOTORCYCLES.
Complete line of supplies for both the man and the motor.

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L. J. MUELLER,
"THE MOTORCYCLE MAN"
INDIAN and MERKEL.
Repairs and Supplies.
6417-19-21 Woodland Ave. CLEVELAND, O.
THE CASINO CYCLE & SUPPLY CO.
(Incorporated)
Superior, cor. 68th St. CLEVELAND, O.
THOR AND EXCELSIOR MOTORCYCLES
IVER JOHNSON BICYCLES
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HENDEE MFG. CO.,
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HURCK MOTOR AND CYCLE CO.
ST. LOUIS, MO.
Agents Indian Motorcycles
All kinds motors repaired and sold.

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INDIAN MOTORCYCLES.
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MOTORCYCLE MANUFACTURERS!

We make
Nicked
Forged
Crank,
Motorcycle Chain
Adjusters, Mud
Guard Braces, Steel
Mud Guards, Bolts,
Nuts, Washers,
Steel Rim Washers.

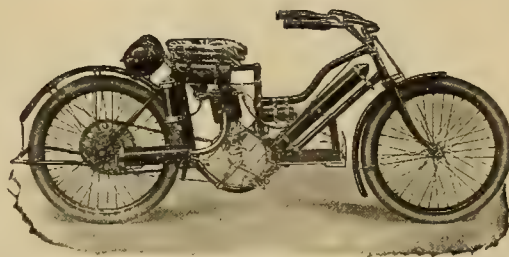
etc. Write for quotations. We do not sell to the dealer.

STEVENS & CO.
99 Chambers Street NEW YORK

NEW ERA AUTO-CYCLE

Two Speeds, Free Motor, Hand Cranked.
Manufactured by

THE NEW ERA GAS ENGINE CO.,
2 Dale Ave., DAYTON, OHIO.

**SPROCKETS**

We Make a Specialty
of High-Grade Sprockets
for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

BICYCLE GOODS
Ask for Catalogue of Bicycle and
Motorcycle Parts and Sundries.
We want every dealer to have our
Monthly Bargain Book. Write us.
NEW YORK SPORTING GOODS CO.
17 Warren Street, New York.



DOW'S
BICYCLE LUGGAGE
CARRIER

Best thing for the purpose ever put on the market.
In use all over the United States. Can be put on or
detached instantly with adjustable hook. Good sellers,
because the riders all want them and the price
is popular. Write for Prices.

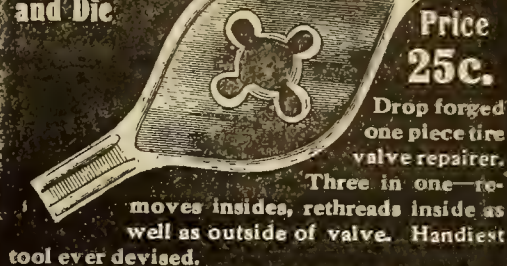
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"PUT MONEY IN THY PURSE"
Get our prices on
Overland and Black Diamond
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Also on Sundries.

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The IMPROVED
Valve Tap
and Die



Price
25c.

Drop forged
one piece tire
valve repairer.

Three in one—
moves insides, rethreads inside as
well as outside of valve. Handiest
tool ever devised.

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GIBNEY WRAPPED TREAD BICYCLE TIRES

WRITE FOR PRICE LISTS AND DISCOUNTS

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Our Agency proposition is the best
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make you money. Write us.

American Motorcycle Co.,
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WALD
Tire Tool

repairs punctures in
one minute at cost of
one-quarter cent each.
Sold to jobbers only.
WALD MFG. CO., Sheboygan, Wis.

We are now ready to quote prices and de-
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1910 Hudson, Lenawee, Atlanta
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Write us.

J. W. GRADY & CO., Worcester, Mass.

MR. BERNHART SAYS—that the Jewell
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STA-RITE Spark Plugs

Get a set right away. They are "Guaran-
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We make special
DROP FORGINGS
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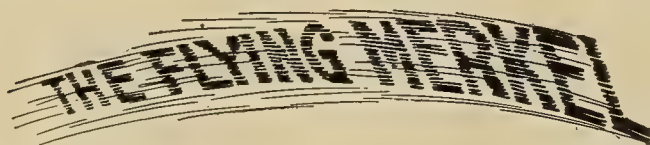
The Billings & Spencer Co.
Hartford, Conn.

Empire Tires

WEAR LONGEST

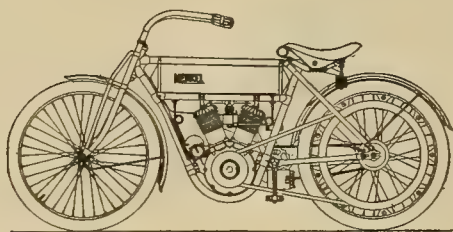
EMPIRE TIRE COMPANY, Trenton, N. J.

BRANCHES—New York, Detroit, Chicago, Boston, Newark. AGENCIES—Atlanta, Ga., Dunham Rubber Co.; Atlantic City, N. J., Penn Auto Supply Co.; Buffalo, N. Y., Empire Sales Co.; Cleveland, O., Motor Supply Agency Co., Denver, Colo., Denver Auto Goods Co.; Dallas, Tex., Munger Auto Co.; Jacksonville, Fla., Savell Rubber Co.; Los Angeles, Cal., Empire Tire and Rubber Co.; Minneapolis, Minn., Empire Tire and Rubber Co.; New Orleans, La., H. A. Testard; Norfolk, Va., Wm. H. Grover; Philadelphia, Pa., Penn Auto Supply Co.; Pittsburg, Pa., Consumers' Auto Supply Co.; Portland, Me., James Bailey Co.; Providence, R. I., Waite Auto Supply Co.; St. Louis, Mo., Gorman Bros.; Savannah, Ga., Harris Tire Co.; Syracuse, N. Y., Central City Rubber Co.; Toledo, O., W. G. Nagel Electric Co.; Boise, Ida., Randall-Dodd Auto Co.; Kansas City, Mo., Auto Specialty Co.

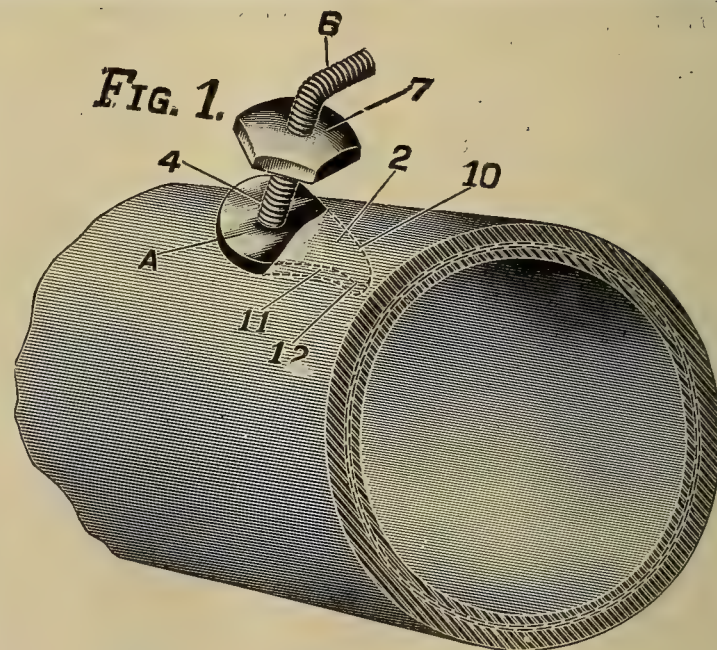


¶ What the Pullman is to railroad travel—the Flying Merkel is to the motor-cycling.

¶ The agent who's up to what's best will get the Merkel Catalog.



MERKEL-LIGHT MOTOR CO.
Pottstown, Pa.



The Harris Brass Plug

NEW, SIMPLE AND EFFECTIVE

Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or pleyer.

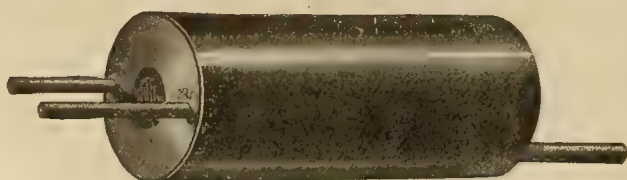
ELECTROTYPES FURNISHED FOR CATALOGS.

Buy Through your Jobber.

D. P. Harris Hardware Co., 48 Warren St., New York

Pfanstiehl Coils

GUARANTEED FOR FIVE YEARS



- ¶ Constructed to operate on either 2 or 3 dry cells.
- ¶ Absolute balance and perfect efficiency guaranteed.
- ¶ Standard equipment with leading manufacturers.

Write for Particulars. ALSO WATCH FOR OUR MAGNETO ANNOUNCEMENT.

PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, Ill.

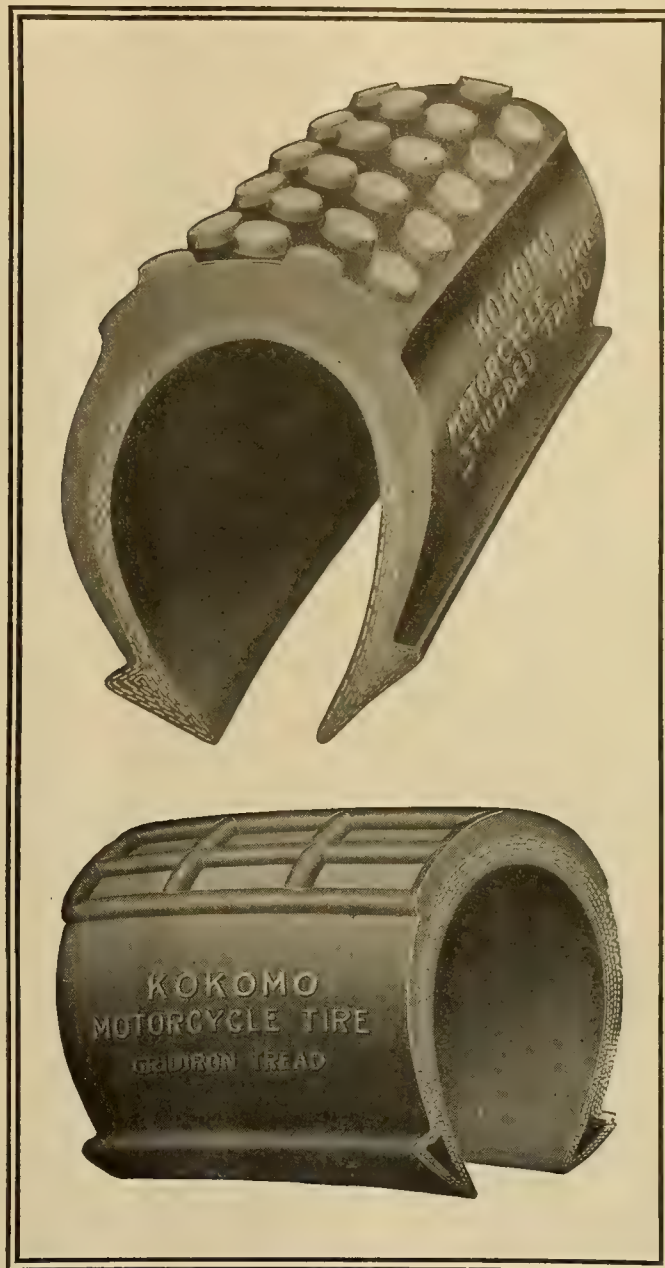
In placing orders for next season's requirements, it is well to bear in mind that the

Kokomo Inner Tubes

are of the same class and quality as the

Kokomo Motorcycle Tires

and you all know that the latter have made the motorcycle a more surefooted means of locomotion. They have proved that a truly durable and satisfactory tire is possible. The inner tubes that go with them will serve just as well in other tires.



Kokomo Bicycle Tires

are just as good as ever they were and there never was a time when there were better tires, no matter what prices may have been charged for them.

QUOTATIONS ON REQUEST



KOKOMO RUBBER COMPANY, Kokomo, Ind.



THE motorcyclist is fast learning what the automobilist learned years ago.

A poor light is both a nuisance and a standing invitation to accident, danger and expense.

Prest-O-Lite is not expensive. And it has a big insurance value.

The light is unwavering, reliable. The flame neither flares up nor dies down, no matter how many the bumps. The cleanliness and convenience are your clear gain. Simply turn the gas off and on, like a gas jet.

The Prest-O-Lite Motorcycle Gas Tank is 12 inches long and 4 inches diameter. Weighs 7 pounds. Holds 10 ft. of gas—40 hours of light.

Price, \$10. FULL TANK (In exchange for empty) 60c.

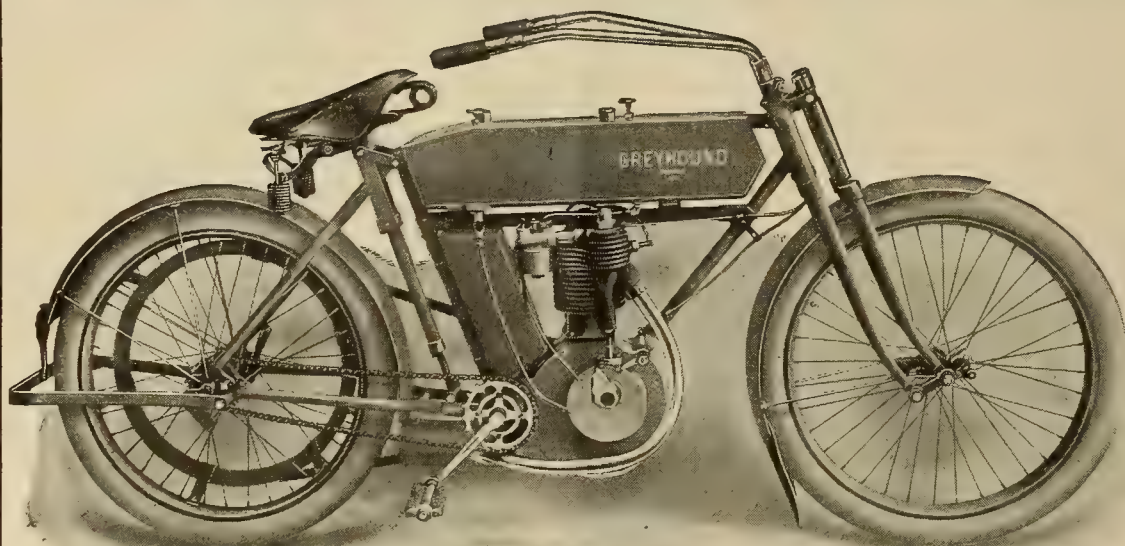
Thirty-day trial plan. See your dealer, or write us.

THE PREST-O-LITE CO. 245 E. South Street
Indianapolis, Ind.

Branches at New York, Boston, Philadelphia, San Francisco
and Cleveland. 3,000 Exchange Agents

*This tank can also be used on automobiles
as a reserve supply carried in the tool box.*

GREYHOUND COMFORT



WE claim to have devoted more intelligent attention to the comfort of the rider than any other maker. The Greyhound Shock Absorber, on which we mount the saddle, carries the rider's weight suspended on a spring of ample size, which perfectly relieves all spinal shock and which in connection with the Greyhound Cushion front fork makes the Greyhound essentially the comfort machine of all

the world. Plenty of power, fine lines, high grade equipment and everything right. Catalog free. Good agents wanted.

GREYHOUND MOTOR WORKS, 1443 Niagara St. Buffalo, N. Y.

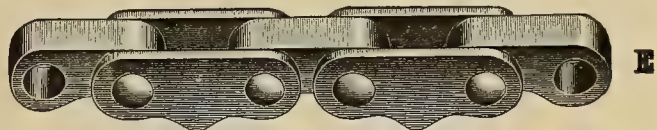
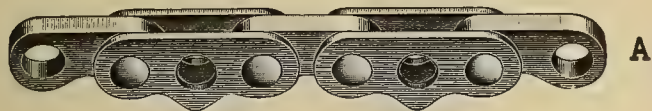
Members Motorcycle Manufacturers' Association.

SALES { Metropolitan District—THE BROWN-DEWEY CO., 1697 Broadway, New York, N. Y.

AGENTS: { Chicago District—WHIPPLE, "THE MOTORCYCLE MAN," 913 W. Jackson Boulevard, Chicago, Ill.



"Whitney" Chains are made in one of the most modern of American fire-proof factories.



If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



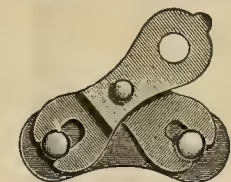
INVESTIGATE

Our New Roller Chains $\frac{5}{8}$ " Pitch

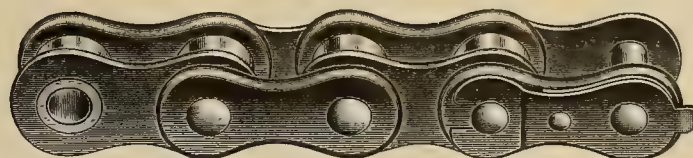
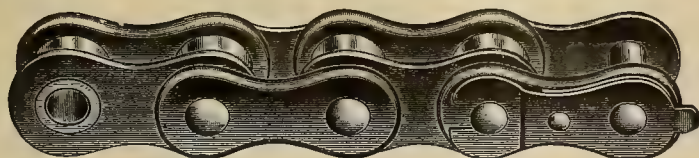
For Motorcycles, Etc.



**New Patent
Safety
Connecting
Links**



For Bicycle and
Motorcycle Chains



THE WHITNEY MFG. COMPANY
Hartford, Connecticut

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

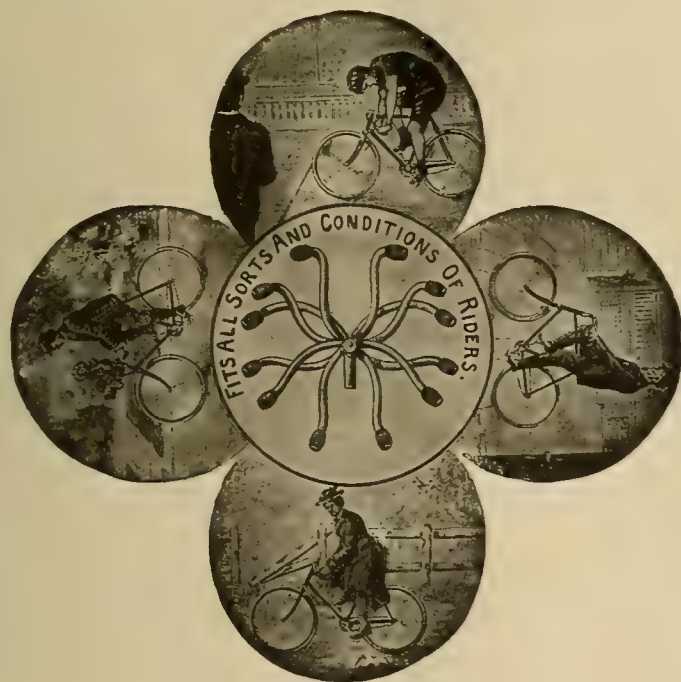
Single Tube Automobile and Bicycle Tire Co.

THE STEERING APPARATUS

of any vehicle that moves on land or sea is a mighty important part of the vehicle and is not to be selected indiscriminately. That is one of the reasons why the

Kelly Adjustable HANDLE BAR

long ago became the standard "steering gear" of the best bicycles.



And this is due not only to its quality and reliability, but to the fact that its adjustability adds to the satisfaction of cycling by adding to the comfort of riding and making it possible for man, woman and child to meet varying conditions of road and wind as they arise.

KELLY BARS ARE WORTH INCLUDING IN YOUR SPECIFICATIONS.

Kelly Handle Bar Co.
CLEVELAND, OHIO



A NEW CLINCHER BICYCLE TIRE

made by

MORGAN & WRIGHT

A Clincher tire in which is eliminated every fault which has kept riders for the past fifteen years from using them generally.

The beads, instead of being made of plies of fabric, liable at any time to stretch and allow the tire to come off the rim, are made of the finest quality of hard rubber, which even the severest strain cannot stretch.

These beads are correctly shaped to hold the tire securely on the rim in any kind of service.

We can say positively that the new white cover stock we are using for these tires is the best ever used in Clincher tire construction.

For wearing quality and resiliency it has never seen an equal.

MORGAN & WRIGHT, Detroit

RECORDS SMASHED

Our agents are smashing all previous record in the sales of

Thor Motorcycles

¶ These kinds of records are the ones that count. Those quick turn-overs in profit look so good when you place them on record.

¶ It takes only part of one man power to sell a *Thor* IV horsepower to a man who needs power to carry him anywhere. Forget yesterday, think not of the morrow—today is the day to secure the *Thor* agency.

AURORA AUTOMATIC MACHINERY COMPANY

Thor BUILDING, CHICAGO, ILL.

DISTRIBUTORS:—A. FREED, San Francisco, Cal.

FRED WILLIAMS, Denver, Col.

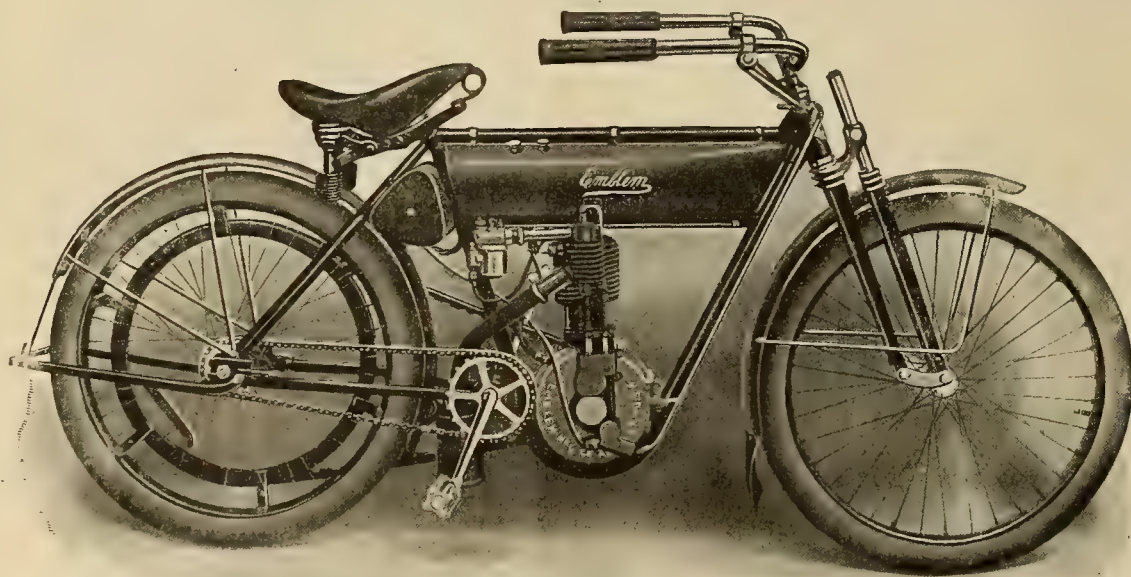
GUS HABICH, Indianapolis, Ind.

J. S. LENG & SONS CO., New York, N. Y.

MOTORCYCLE SPECIALTY CO., Boston, Mass.

THE EXCELLENCE OF THE EMBLEM

can be made plain to anyone seeking genuine motorcycle values.



Singles and Twins

and all of them right up to the minute.

If you are looking for a profitable agency or for your money's worth, just say the word and we'll "do the rest."

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington.

S O M E T H I N G N E W

The Pope Messenger Boy Special



THE POPE MESSENGER BOY SPECIAL

A clean cut, strong and natty looking bicycle of moderate price, with 7-8-inch frame. Specially designed for Messenger Boys and just the machine that will appeal to them.

Dealers will see in this bicycle another opportunity to increase their business, by being able to offer a machine that will just suit the Mes-

senger Boys, from whom there is at present a growing demand—a demand already large enough to warrant us in bringing out a special model.

Pope Dealers are seizing these opportunities to open up new avenues of trade. Why not YOU? Particulars and prices of Messenger Boy Special on request.

Garford, Wheeler and Christy Saddles

TO THE JOBBER:

The great improvement in the bicycle business is bringing with it a much larger sale of saddles than in previous years. We invite correspondence with Jobbers at this particularly favorable time. We not only offer the best known and most popular saddles on the market, but by reason of our splendid factory equipment can give the most satisfactory service.



WHEELER LEADER No. 394 1/2
One of the Many Popular Styles.

THE POPE MANUFACTURING CO., Hartford, Conn.

FI SK**BICYCLE****TIRES****FI SK****BICYCLE****TIRES**

**The Best Bicycle
Tire in the World!**

Be sure and ask
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FISK 66

One of the famous
FISK QUALITY
products.

THE FISK RUBBER CO.
Chicopee Falls, Mass.

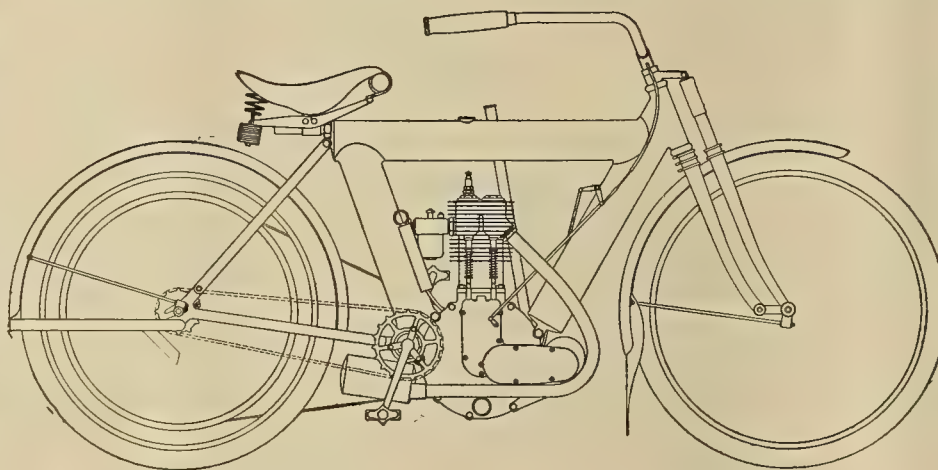
Branches in 17 Cities.

1910—THE LINE THAT SELLS

Pierce Vibrationless Motorcycles

Four Cylinder

Two Speed, Free Engine,
Increased Power, Large
Tubing, Shaft Drive,
Mechanical Oiler, Slid-
ing Gear Transmission,
Magneto Ignition.



Single Cylinder

Ball Bearing Motor, Free
Engine, Belt Drive,
Large Tubing, Magne-
to Ignition, High Power,
Long Stroke, Smooth
Running.

Ride the machine that's best—handle the line that pays.

A reliable company, lodged in a factory, will produce good products. We never produced anything superior to our 1910 line of Motorcycles. Our 1910 advance catalogue gives complete description. Ask for copy.

Our Proposition, "The Agency That Pays" will be submitted to any dealer on request.

THE PIERCE CYCLE COMPANY, Buffalo, N. Y. ☐ PACIFIC COAST BRANCH OAKLAND, CAL.

—TROXEL SADDLES—

THEY HAVE NO EQUAL AND CANNOT BE IMITATED

The OLDEST and by far the LARGEST manufacturers of Bicycle Saddles in business today. Troxel Saddles are very exclusive on account of the superior workmanship, quality and finish and up-to-date ideas which they contain.



**TROXEL EAGLE
MOTOR SADDLE**

Length, 13¼ inches.
Width, 12 inches.

Troxel Saddles

add the real finish to the motorcycle or bicycle. No mount complete without them.



**EAGLE CLIMAX
BICYCLE SADDLE**

Length, 12 inches.
Width, 9½ inches.

Troxel Saddles lead.

They are of the ag-

gressive type, always forging to the front, with the good points sticking out all over them. Be with the quality riders and have TROXEL SADDLES. Write for descriptive catalog to

THE TROXEL MANUFACTURING CO., Elyria, Ohio, U. S. A.

There is a Coil

which electrically is so perfect that it will give a working spark on even a faint primary current, while it also will stand heavy overload current without "breaking down."

So sturdy and tough, too, that no motorcycle service can lessen its high efficiency.

It is made for singles or twins, and is supplied with either flat or conical ends.

Its name is 

PITTSFIELD

PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

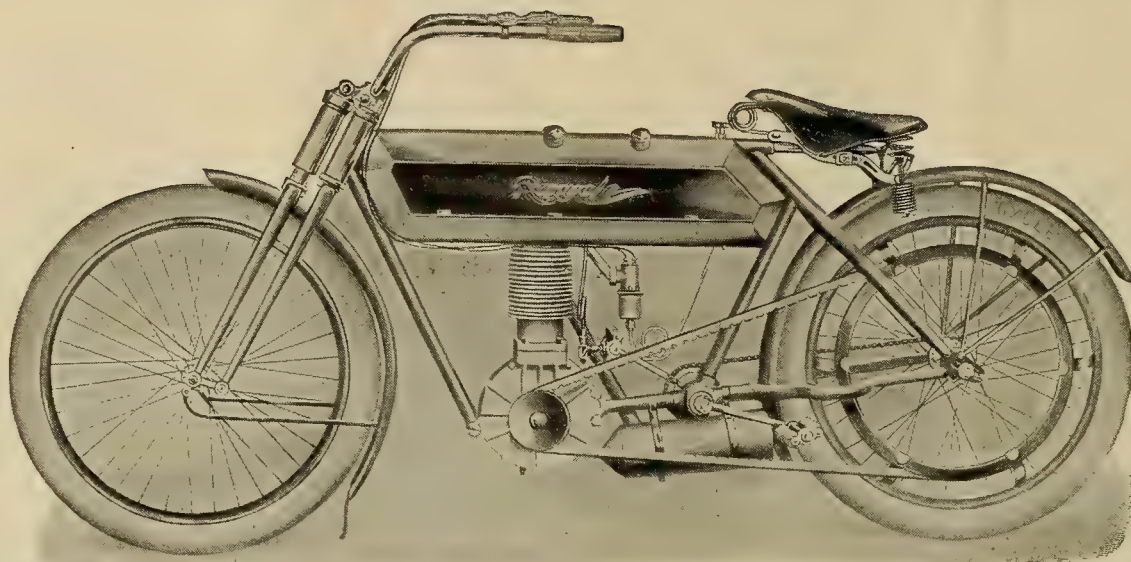


"The Armless Wonder"



YOU CAN'T AFFORD TO OVERLOOK

**4
H. P.**



**4
H. P.**

the agency for

The 1910 Racycle Motorcycle

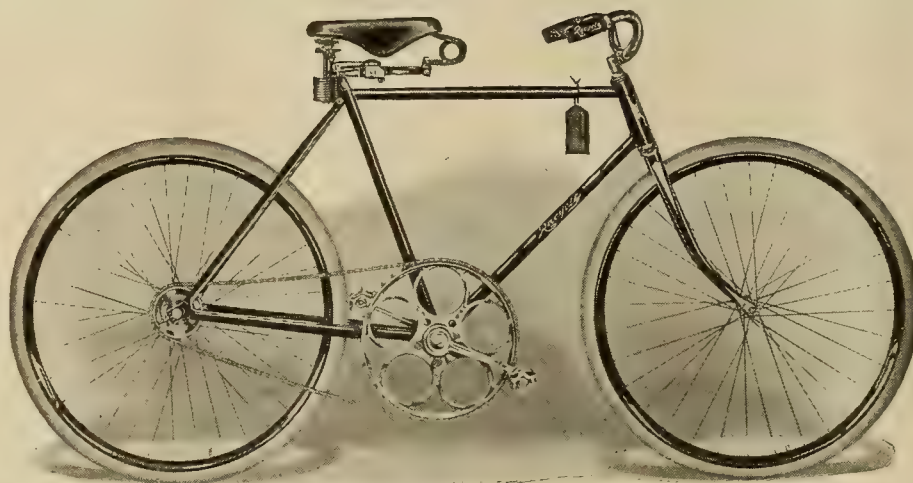
We will tell you why if you will write. Address Motor Dept.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE
Racycle

is the Best of all Bicycle Agencies and EVERYBODY KNOWS IT.

**1910
Catalog
Now
Ready**

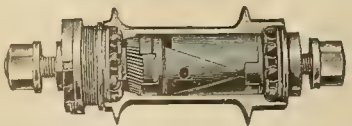


**1910
Catalog
Now
Ready**

Ask the dealers who have the agency. We are entirely willing to leave it to them. They are our best reference. 1910 AGENCY PROPOSITION IS READY.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers.



"The Armless Wonder"



"The Armless Wonder" for Motorcycles

"The Armless Wonder" for Bicycles

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. I.X.

New York, U. S. A., Saturday, December 11, 1909.

No. 12

HOW RAILROADS MAKE THEIR RATES

Effort to Obtain Lower Tariff on Motorcycles Elicits Information—California Dealers Forcing the Fight.

On December 2, before Commissioner Brown, of the Interstate Commerce Commission, sitting in San Francisco for the purpose of taking testimony, there were heard the several claims, or "cases," as they are called, of the local dealers for a lower rate on motor bicycles. Those who testified, some of them two and three times, were George A. Faulkner, E. F. Rose and W. P. Williams, of Oakland, and H. Pfeiffer (for A. Freed), and C. C. Hopkins, of San Francisco. Joseph Holle and C. F. Salmonson were also in attendance.

One of the railroad officials endeavored to convey the impression that the motor bicycle could not be considered with the bicycle proper in the "volume of business," or freight moved, but the fact that the motorcycle business has been steadily increasing for several years was soon established by the testimony. Commissioner Brown seemed to be very much alive to this fact and he personally assisted in impressing it in the testimony by several times recalling the witnesses and entering into a general discussion of the situation.

It is contended that the bicycle rate in car-load and less than car-load shipments should apply to motor bicycles, and the dealers submitted figures to show that the railroads could carry motor bicycles at that rate as profitably as they could bicycles, if not at greater profit, notwithstanding the difference in value and alleged liability to loss. The fact was shown that since motor bicycles had been shipped to San Francisco or Oakland there had been but one damage claim made, and that was for but \$5.

Asked how rates were made, a railroad official stated that they were established principally "on the value of the service to the shipper and what the traffic would bear."

A rate of \$4, effective December 15, on a minimum weight of 15,000 pounds, on motor bicycles, was made some time ago, as was reported by the Bicycling World.

Cycle Trade Meetings Formally Fixed.

The efforts of the more aggressive members to bring about meetings of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers have borne fruit, and the meetings formally have been set to occur on Wednesday, January 12th, at 10 o'clock a. m., in the Prince George Hotel, New York City. Each organization will meet separately, of course, but in addition to electing officers it is extremely probable that both will take similar steps towards the revival of the joint mid-summer meeting which in previous years proved such a notable event.

Ovington Seeks to Swear Off Debts.

Earle L. Ovington, personally, has followed the Ovington Motor Co., New York, into the bankruptcy court. According to the petition which he filed last week, the debts which he is unable to pay and which he is anxious to "swear off" amount to \$4,967. His assets, as detailed by his affidavit, consist only of \$39 salary due, \$7 in cash and a patent for a pen socket, of nominal value. Ovington was president of the company which bore his name and which failed in September last with liabilities of \$14,461 and assets \$5,091.

Keene to Repeat Its Two Days Show.

The Consolidated Motorcyclists of Keene, N. H., will repeat the combined bicycle, motorcycle and automobile show which last season proved a considerable event in that part of New England. The dates already have been selected—March 2d and 3d. The show will be managed by C. C. Wilber.

Kansas City Concern Discontinues.

The New York Cycle Co., of Kansas City, Mo., has discontinued business, its proprietor, Charles B. Ellis, having more personal interests which require all of his attention. He will winter abroad.

PATENT ON GAS LAMP TIPS UPSET

Declared Invalid by Highest Court, Seven Years' Warfare Comes to an End—Prices Promptly Tumble.

Lava tips for acetylene burners such as are used in gas lamps for bicycles and motorcycles have been found by the United States Supreme Court not to be under the patent monopoly claimed by the owners of the Dolan "basic" patent, who for years have been relentlessly seeking the proverbial pound of flesh which they believed belonged to them. Almost every dealer and jobber purchasing lava tips has had occasion to recognize how aggressively the claims for the patent No. 589,342 to E. J. Dolan, were pushed, as for seven and a half years the litigation over alleged infringement has been going on.

The matter came before the Supreme Court as two cases from the United States Circuit Court of Appeals, the first being D. M. Steward, M. Kirchberger, et al. vs. American Lava Co., and Paul J. Kruesi, and the second, very similar, being M. Kirchberger et al. vs. American Lava Company and Paul J. Kruesi. The lower court on the 29th ult., was upheld in declaring the patent invalid because of insufficient specification and improper amendment. Inasmuch as no further appeal is possible, the unlicensed tip manufacturers have been given a free field, and prices already have taken a considerable tumble. Only a small proportion of patent cases are reviewed by the Supreme Court, the latter consenting in this instance on the question whether the original specifications described the invention embodied in subsequent amendments.

Kelsey Creditors Receive 10 Per Cent.

The receiver of the Kelsey Co., the bankrupt Buffalo jobbing house, has declared a dividend of 10 per cent. It is expected that the creditors will receive about 25 per cent. before the estate finally is wound up.

EXPORT DEPRESSION CONTINUES

October Shipments Failed to Improve the Situation—Small Gains More Than Offset by Larger Losses.

Continued depression in the export market reduced the shipment of American bicycles and parts during the month of October to a total value of \$34,805, as compared with \$44,982, the total figures for the corresponding period of last year. This was slightly larger than the total for September, however, and further encouragement is found in the fact that eight of the 18 geographical divisions listed revealed steadying tendencies. Of these, the United Kingdom was the most gratifying, with a gain of about \$1,000, while "Other Countries," "Other Asia and Oceania" and Japan followed in the order named, and in smaller amounts.

Practically neutral, or tending to compensate one another, were the markets of Argentina, Mexico, Germany, "Other South America," Italy, France and Cuba. The most significant losses, still comparing the monthly showing for October, 1909 and 1908, were those of British Australasia, Netherlands, and British North America, all of which were over \$3,000.

During the ten months ending with December 30th, a total of \$584,214 worth of bicycles and parts were exported, or some \$20,000 less than for the corresponding period of one year ago. The upward tendencies of seven countries, however, served to resist the movement. The United Kingdom, with a gain of \$32,509; "Other Europe" with a gain of \$21,672; and France, which increased its demands by \$16,216, were the strongest factors. Italy, Netherlands, "Other Asia and Oceania," Belgium, Cuba, Brazil and "Other Countries," were fairly constant. The greatest losses were those of Mexico (\$25,249), Japan (\$19,422), British Australasia (\$15,650), and "Other South America," which lost only about \$5,600. The report in detail follows:

	October 1908	October 1909	Ten Months 1907	Ending October 1908	October 1909
Cycles and parts of—					
Exported to—					
United Kingdom	\$3,149	\$4,103	\$234,230	\$67,326	\$99,835
Belgium	2,805	89	23,184	22,778	21,458
France	441	137	49,771	6,522	22,738
Germany	502	601	35,025	27,223	13,236
Italy	820	792	18,437	19,954	20,250
Netherlands	5,648	2,124	32,190	27,584	29,367
Other Europe	4,960	3,603	144,260	81,265	102,937
British North America	5,042	1,963	57,982	54,366	51,149
Mexico	5,837	5,861	72,297	70,019	44,770
Cuba	1,944	1,583	42,272	24,894	24,656
Other West Indies and Bermuda.	1,469	1,069	19,502	16,719	11,409
Argentina	499	2,661	14,126	17,361	14,626
Brazil	630	.....	10,945	5,043	3,229
Other South America	545	994	11,933	13,349	7,715
Japan	1,002	1,650	83,953	58,805	39,373
British Australasia	7,112	3,490	72,876	64,785	49,135
Other Asia and Oceania	1,954	2,702	12,906	19,425	21,471
Other countries	623	1,383	6,512	7,165	6,860
Totals	\$44,982	\$34,805	\$942,401	\$604,583	\$584,214

Diamond Completes Its Motorcycle Tire.

When a great big company like the Diamond Rubber Co., of Akron, O., brings out a motorcycle tire after almost a year's incubation and test, the product is pretty likely to be of a character that will match the concern's reputation in other lines, and cause the tire to command instant recognition. As shown by the accompanying illustration the new Diamond is of the single clinch type. The tread of the tire is of heavy gauge and heavily corrugated, with an exclusive design for the corrugations, to prevent side slip and as an aid to preventing punctures. Not only is the rubber of unusual thickness on the tread, but



it is of a kind for which claims of great resilience and wear resistance are made. In connection with the complete tires, the Diamond company also is presenting Diamond inner tubes, represented as being highly elastic and strong because of the heavy gauge rubber stock of which they are made.

Appeal "Takes up" Motorcycles.

The Appeal Mfg. & Jobbing Co., Los Angeles, Cal., has opened a retail store in that city at Spring and Eighth streets, of which Andrew T. Wilson has been appointed manager. While bicycles will be carried the new establishment is particularly designed to promote the motorcycle business in which the Appeal company just has embarked, having secured the Harley-Davidson agency. That it means to figure in a large way is evidenced by its first order which was for a carload shipment.

CORK INSERTS FOR MOTOR BRAKES

Eclipse Company Introduces a Radical Innovation—How Corks are Applied and the Purposes They Serve.

Cork inserts, which have proved their remarkable smooth-friction and wear resisting qualities in braking service for railway cars and automobiles, and in friction clutch combinations of all kinds, are, for the first time, now being applied to coaster brakes as well, having been adopted by the Eclipse Machine Co., of Elmira, N. Y.

While a distinct and important innovation for motorcycle use, they are not in any sense experimental, as in the variety of applications that they have in other lines, where the requirements are even more severe, they have shown exactly what they will do in the way of providing a friction surface which in many respects surpasses other materials.

The corks are placed in the holes drilled in the brake sleeve, under enormous pressure there being six of the inserts, three on each side of the wedge opening of the sleeve and placed in "staggered" arrangement so that their combined path against the interior face of the rear wheel hub shell is a broad one. The Eclipse Machine Co. has obtained the exclusive license for their use in such brakes from the National Brake & Clutch Co., of Boston, Mass., whose patents largely cover the art of using cork for friction purposes in mechanical devices.

The corks are placed in the holes drilled in the brake sleeve under enormous pressure, with their exposed surface very slightly above the metal of the sleeve, resembling a series of soft pads. In action they afford a "grip" that, while as positive as ordinary metal-to-metal contact, is much smoother and gentler and which it is claimed makes binding and "sticking" and overheating impossible.

McCormick Returns to the Business.

B. P. McCormick, who conducted a bicycle and also a jewelry store in Monroe, Ga., until the latter claimed so much of his time that he relinquished his bicycle establishment, has been unable to resist the attractions of bicycles and motorcycles and has again opened a store devoted to them. It is in charge of a competent and experienced manager.

More Room for Mesinger Saddles.

As the result of increased business, the H. & F. Mesinger Mfg. Co., have leased the loft adjoining their present factory at 1801-1803 First avenue, New York, and are now breaking through and throwing both floors into one. The added space will about double their room and facilities and will considerably increase the output of Mesinger saddles.

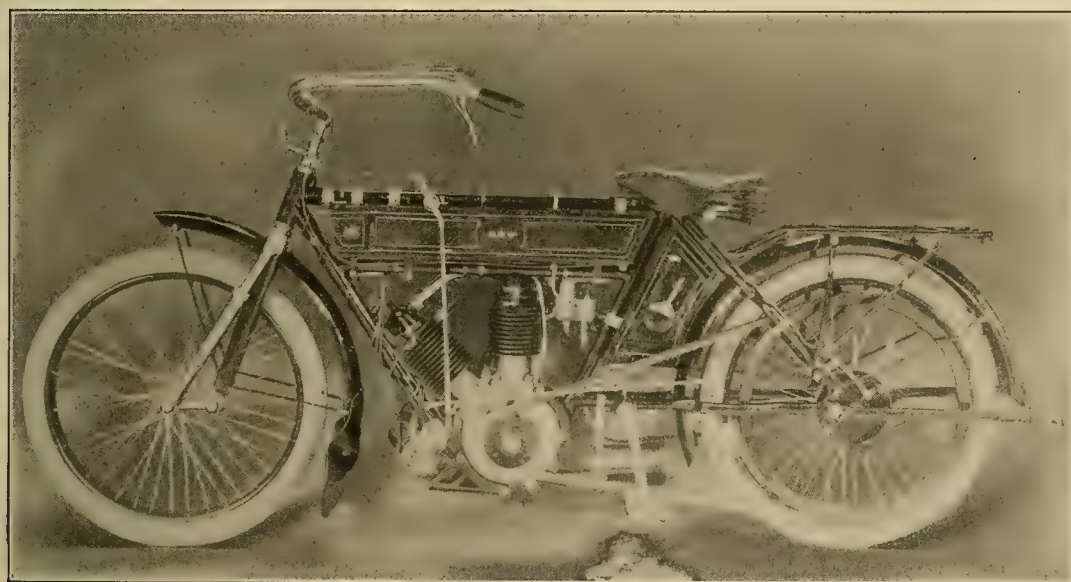
N. S. U. ADOPTS "KEYSTONE" FRAME

Alterations Result in the Entire Line of Famous German Motorcycles—New Models and Refinements.

Probably the line of no other single motorcycle manufacturer presents either the number or variety of models to be found in the productions of the N. S. U. factory, represented in the United States by the N. S. U. Motor Co., New York City, and while the number of models has been reduced to some extent, the line for the coming year nevertheless will comprise nine distinct models, and if variations in belt drive equip-

ment and change gear attachments be taken into account the number is increased. At least one entirely new model is announced while the others in several instances present important modifications from their predecessors.

Chief of these changes is an alteration in the frame design, eliminating the looping of the tube under the engine in some cases, while at the same time shortening the head, lowering the center of gravity and moving the saddle location and seat mast further forward so that the rider instead of being over the rear wheel is placed more equidistant between front and rear. The frames are described as of "keystone" pattern. The N. S. U. two-speed gear for the motor shaft and the two-speed hub for the rear wheel, allowing the belt rim to run independently of the rear wheel for a free engine if desired, are prominent in the offerings. The handle bars have been given more of a sweep and an improved form of muffler is fitted to the 1910 types, while springs have been eliminated from the "free wheel" device.



6 HORSEPOWER N. S. U. MODEL DE LUX WITH KEYSTONE FRAME

The same method of belt drive is employed on the 3 horsepower lightweight twin, which has cylinders $2\frac{1}{8}$ by 3. Minor improvements have been made over the model made familiar during the past year, particularly in relation to bearings and bushings. The cooling flanges of the engine are square, the practice being followed also in the case of the 4 horsepower twin which now is practically an enlargement of the 3 horsepower model. The motor is 29-16 by $3\frac{3}{8}$, with mechanical valves, double ball bearing shaft and "under-geared" belt pulley and pneumatic spring fork, assisted by a circular shock absorbing device in the main fork, as in the case of the other models. The magneto is set at the rear of the motor.

Several changes have been made in the 6 horsepower twin Model de Luxe, including a reduction of the wheel base to 56 inches. The motor is 3 by 39-16, the long stroke resulting in a very powerful engine. The magneto, instead of being placed in the frame, is attached to a special bracket forward of the engine. The tanks are of generous dimensions and the metal tool box is made sufficiently big not only to carry all necessary tools, but some extras in the way of tubes and supplies. Because of its power this model is recommended for use with side and forecars. The 6 horsepower

loop from the diagonal to the seat mast. The magneto is mounted on the top of the aluminum crank case, in front of the seat mast. The frame is very low and has a truss near the head. As ordinarily supplied, the machine is "under-geared" in the belt drive, which gives a gear reduction between the engine shaft and the engine pulley, permitting the latter to be of large size, while the belt rim on the rear wheel is reduced in diameter to a point where the two are almost equal. It is claimed for this construction that it not only gives more periphery surface and therefore more belt grip to the engine pulley, but that it raises the belt out of the splash and mud at the rear wheel. A Shamrock-Gloria V-shaped belt is used.

F. A. M. twin is very similar, except that the wheel base is 54 inches instead of 56 inches and the square gasoline and oil tanks are replaced by cylindrical shapes. The 7 horsepower racing twin is a lighter construction, although emphasis is placed on the fact that there is no drilling of pistons, connecting rods and the like in the lightening process. The frame gives the rider a very low and secure position.

In the 4 horsepower single cylinder F. A. M. model a few refinements have been incorporated, the Bosch high tension magneto being placed at the rear of the motor on a platform directly cast to the aluminum crank case, in a vertical position for accessibility. The exhaust pipe to the improved muffler is very short. For racing purposes the machine is supplied with an extra light frame having a cylindrical "pointed nose" tank, but devoid of muffler, mud guards and similar fittings.

A lowered frame, giving approximately 30 inches from the saddle to the ground, is found in the $3\frac{1}{2}$ horsepower single cylinder F. A. M. model. The tool box is very large, to carry extras as well. The engine is "square" in dimensions, being 33-16 bore and stroke, and the whole machine is designed with a view to popular average use.

A long stroke characterizes the power equipment of the 4 horsepower Model de Luxe, the engine dimensions being 35-16 by 43-16. Elegance of finish and appointment suggested by the name are carried out in detail. The motor, which is placed high in the frame, is ball bearing and has extra large valves, and the wheel base is 54 inches.

All models are equipped with two brakes working independently, and have handle bar control, the air supply in addition to spark and throttle being adjustable from the handles. A stand fastening to the mud guard by a thumb screw is supplied, designed not to interfere with the removal of the rear wheel. Bosch and Eisemann magnetos are standard throughout the line and the tire equipment is widely optional.

Bartsch Catches the N. S. U. Burglar.

On Saturday last, the second time within a brief period, the N. S. U. Motor Co.'s establishment at 206 West Seventy-sixth street, New York, was broken into and burglarized, the glass door being smashed and a typewriter, a small sum of money, postage stamps and other small articles being carried off. Following a clue, Manager Bartsch himself caught the thief on Monday and had him jailed. The culprit, who confessed that he had committed the first burglary also, proved to be a former bookkeeper for the company, who, after a short residence in this country, went bad.

Automobile Branch Adds Motorcycles.

The Stoddard-Dayton Automobile Co. of Philadelphia, has taken up motorcycles, handling the New Era, in which Mr. Stoddard himself has taken a financial interest. The concern, of which W. P. Berrien is manager, is at 206 North Broad street.

Corbin Coaster Brakes

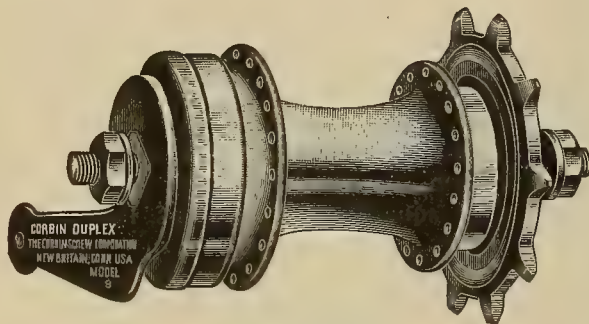
aply might be termed

CORBIN CUSTOMER-CATCHERS

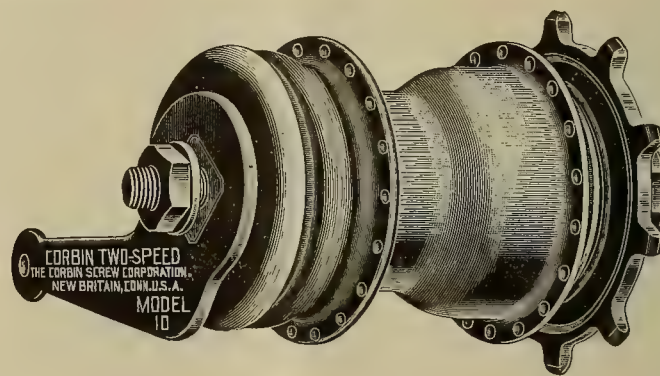
The dealer who sells them is able to offer latitude of selection.

TO THE BICYCLIST

he is able to offer these:



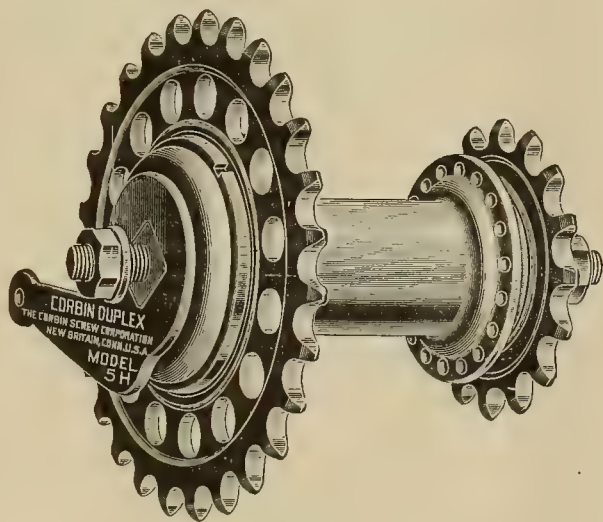
Standard



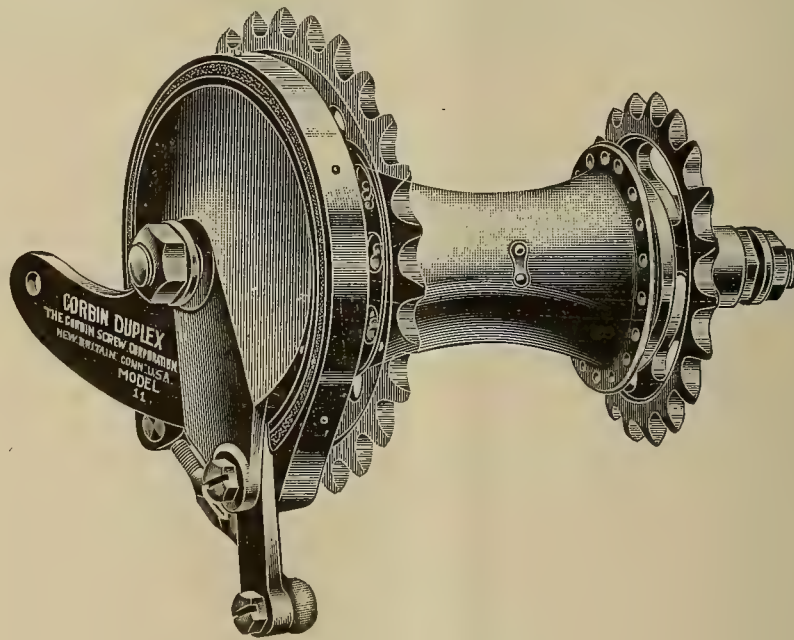
Two-Speed

TO THE MOTORCYCLIST

he can offer the choice of these:



Standard



Backpedaling Band

With any other coaster brake it's
a case of "take it or leave it."

THE CORBIN SCREW CORPORATION

NEW BRITAIN, CONN.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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Address us at P. O. Box 649.

NEW YORK, DECEMBER 11, 1909.

"The Bicycling World and Motorcycle Review is fine—better than the — and weekly besides."—T. E. Warnbe, Boise, Idaho.

"Lemons" and the Six Days Race.

New York's annual six days race still remains the "eighth wonder of the world." Despite ridicule and editorial condemnation, the attractiveness of the week-long struggle, the fascination of "seeing the wheels go 'round," the desire to witness a competitor "steal a lap" and the uproarious enthusiasm caused by every attempt of the sort, is as great as ever it was. The popularity of the race shows no signs of diminishing.

In the light of the New York public's disinterest in other events of a cycling nature, the wonder of the six days affair is too deep for fathoming. It is a veritable "gold mine" for the promoters and though they doubtless best know their business and the temper of the New York public, to some men it appears that though the public year after year submits tractably to a doubling of the admission fee during the closing days of the race—this year the itching palm caused the fee to be doubled one day earlier than usual—there is danger of an interruption in the success of the affair when the

"easy money" awakens to the policy of the promoters in importing one team of first flighters and expecting it to leaven the mass of second and third raters, and worse, that is annually brought from Europe and plam-ed off on the American public.

In six-days language, these "lemons" are enough to sour even such a "good thing" as the New York race, and if they are as knowing as they appear, Messrs. Powers, Pollock, et al., will do well to have a care and to consult their stars right earnestly.

Great Achievements and Others.

One of our esteemed contemporaries which apparently does not believe in telling the whole truth because it may be unpleasant, pronounces to be "a great achievement," the performance of the San Francisco young man who was propelled, or who pedaled, pushed or pulled a motor bicycle across the continent, via the southern route, in 374 days.

While our contemporary remains discreetly silent concerning the length of time required to accomplish the "great achievement," it yet does not repeat the miserable falsehood that was given to the daily press and which was to the effect that the young man had crossed the continent in 44 days, which, via the route he followed, would have constituted a truly great achievement. It is only the readers of the Bicycling World who know the truth, and but for its publication of the facts the Californian still might be wearing plumes to which he is not entitled; for apparently he acquiesced in, if he was not directly responsible for the deception of the public and the manufacture of a fake record; even some of those with whom he came in personal contact were possessed of the idea that he made the long journey in 44 days.

At the bottom of the whole miserable affair is a notorious and small conscienced press agent intent on earning his pay by turning anything to advertising advantage even at the risk of a man's good reputation; in this instance he succeeded in a manner beyond his expectations; but not all of the blame belongs to him.

The effort to make the cross-continent traveler's ride or walk appear in the light of "a great achievement," however well intentioned, is undeserving; for it was nothing of the sort. It reflects no credit on the motor bicycle. In admiration for the pleasure-loving tourist and belief in leisurely touring, we give way to no one. But when any man in any vehicle can average

only about 16 miles per day for 374 days, he hardly can be said to have toured, however long, within reason, may have been his stops, whether of choice or of necessity. Such progress does not speak loudly for his means of locomotion and the less said of such performances the better it will be for everyone and everything concerned. A 70-year-old man has walked from New York to San Francisco in but little more than 100 days, and a child could creep across the continent if given time enough, say 375 days. Motorcycles do not require bolstering up with such material.

The young San Franciscan, however, is said to have expressed a desire to race back to his home with any motorcyclist anxious to measure speed with him, which is indeed a happy idea; and the man who logically should be pitted against him stands out in bold relief—the press agent into whose clutches he fell and who so nobly assisted in discrediting the 16 miles per day record breaker. Of course such a race would be a gross violation of the law, but with a pound of prunes as a prize, it would be well worth while. If while it is in progress, the record breaker could "lose" the press agent in that much-mixed place where a near-lynching did not occur, or drop him in that stream in which the record breaker was photographed with a wagon, tailboard down, on the shore—if something like this could be arranged the race would not be in vain and a great achievement really would be performed and some of the achiever's sins of omission and commission would be washed away. Let the match be made!

If "a good example is the best sermon," surely the example set by the St. Louis Cycling Club in respect to the Pope memorial constitutes a sermon that should strike home and stir the spirit of every other club that has real spirit to stir and eyes to see broadly and a grateful memory that reaches further back than yesterday; it is a sermon that even should stir a semblance of gratitude within the ranks of the L. A. W., so long and so often a direct beneficiary of the late Col. Pope. The St. Louis Cycling Club, in this, as in other things, is a credit to the cause for which it stands. It were well were there more of its kind.

"Sample copy of Bicycling World received and am much pleased with it, and desire to become a regular subscriber. Enclosed is check for a year's subscription."—Dr. J. G. Smith, Blair, Neb.

ST. LOUIS INCREASES SUBSCRIPTION

Missouri Club Greatly Swells Its Original Contribution to Pope Fund—Rare Old Timer Also Heard From.

Quick to appreciate the spirit actuating the project to erect a memorial to the late Colonel Albert A. Pope, and as quick to have the organization's treasury pledge the modest sum of \$5 for the purpose, the St. Louis Cycling Club did not then rest content. It appointed a committee of three members, Messrs. Wolzendorf, Lang and Gilbert, to solicit individual subscriptions and the result of their efforts was made apparent this week in the form of a check for \$52 from the club's treasurer, C. L. Barr. With the exception of a few subscriptions from outside sources, this amount was subscribed by the club's members. It is an example that speaks for itself. In remitting the money, Mr. Barr says:

"It is needless to remark the spirit in which this contribution is made. We realize the value of the bicycle, and no one knows better than those who live in the state of Missouri what good roads mean to the men who use bicycles. We appreciate the large and leading and generous parts acted by Colonel Pope, both as concerns bicycles and road improvement, and we are pleased to assist in enduringly honoring his memory."

The Century Road Club Association is one other of the few organizations that have loaned themselves to the memorial movement. Through its silver-haired president, Daniel M. Adee, the association this week added \$15 to the fund.

"To think of bicycles is to think of Pope," remarked Mr. Adee in delivering the subscription. "The two forever will be closely associated and if half the men whose lives were saved by riding bicycles would add their mites to the fund it would swell amazingly; I myself am one of that number."

The week also brought a subscription that carries recollections of the earliest days of the bicycle when Colonel Pope was endeavoring to start the industry. The recollection takes the form of a subscription from W. W. Stall, of Boston, Mass., one of the first half dozen bicyclists in America, and who long was one of its largest and most picturesque figures. Mr. Stall himself was one of the earliest to engage in the business and for a long while was a competitor of the Pope Mfg. Co. The fact, however, has not blunted his appreciation.

"The spirit of the memorial appeals to me very strongly," he writes. "I myself have been on both sides of the fence with the Colonel, and, as he often told me, he appreciated a good fighter whether he was for or against him."

"My bicycling experience dates back over 30 years and I first ran across the Colonel in the late '70's, after which time I did a

great deal of business with him at intervals, and I must say that he did many things which savored more of personal largeness of heart than of good business judgment, inasmuch as they were largely in my favor and had a very small interest for him. Under the circumstances, I want to be in position to feel that I am identified with this movement, even if only in a small way, and take pleasure in enclosing check for \$10 to help along the general fund. There are, no doubt, hundreds of old bicycle men who would be only too glad to contribute to this if we could only reach them, and I sincerely hope that the fund will remain open until such time as they may have an opportunity to be heard from."

Two other subscriptions during the week, one from the American Wood Rim Co., and another for \$5 from Fred C. Gilbert, for many years in charge of the Pope Mfg. Co.'s jobbing bicycle department, increased the fund to a total of \$2,121.60.

The subscriptions to date are as follows:

Bicycling World Co., New York	\$100.00
John S. Leng's Son & Co., New York	25.00
Will R. Pitman, New York	5.00
St. Louis Cycling Club, St. Louis, Mo.	57.00
R. F. Kelsey, New York	10.00
R. G. Betts, New York	20.00
J. J. O'Connor, New York	2.00
A. C. Church, Englewood, N. J.	5.00
Miss F. A. Clark, Hartford, Conn.	2.00
F. B. Widmayer, New York	5.00
Elliott Mason, Westfield, N. J.	10.00
Consolidated Motorcyclists, Inc., Keene, N. H.	10.00
Original employes of Hartford Rubber Works Co., per E. H. Brandt—	117.00
Present employes of Hartford Rubber Works Co.	12.00
Persons Mfg. Co., Worcester, Mass.	100.00
F. P. Prial, New York	10.00
James Joyce, New York	25.00
W. J. Morgan, New York	5.00
Amos Shirley, New York	10.00
Eclipse Machine Co., Elmira, N. Y.	10.00
R. D. Garden, New York	25.00
D. J. Post, Hartford, Conn.	25.00
L. M. Wainwright, Indianapolis	25.00
John C. Wetmore, New York	10.00
Emil Grossman, New York	10.00
Hearsey-Willis Co., Indianapolis	10.00
F. A. Baker & Co., New York	10.00
B. F. Goodrich Co., Akron, O.	25.00
John S. Prince, Springfield, Mass.	5.00
W. H. Crosby, Buffalo, N. Y.	10.00
S. A. Miles, New York	25.00
Great Western Mfg. Co., Laporte, Ind.	5.00
Henry Goodman, New York	5.00
James E. Sullivan, New York	10.00
Motorcycle Pub. Co., New York	10.00
A. J. Musselman, Chicago	5.00
F. J. Wagner, New York	10.00
Burley B. Ayres, Chicago	5.00
Diamond Rubber Co., Akron, O.	25.00
G & J Tire Co., Indianapolis	25.00
Robert Bruce, Clinton, N. Y.	5.00
Officials, office employes and traveling men Pope Mfg. Co., Hartford	383.00
Employes Pope Mfg. Co., Hartford factory	326.60
Continental Rubber Works, Erie, Pa.	25.00
A. G. Batchelder, New York	10.00
Hendee Mfg. Co., Springfield, Mass.	25.00
Alexander-Seewald Co., Atlanta, Ga.	10.00
Emblem Mfg. Co., Angola, N. Y.	10.00
C. T. Kilbourne, New York	5.00
New Departure Mfg. Co., Bristol, Conn.	100.00
Theodore F. Merseles, New York	25.00
A. D. Peck, Boston, Mass.	5.00
W. D. Wilmot, Fall River, Mass.	10.00

COMING EVENTS

January 8-15, New York City—Motorcycle section, Association of Licensed Automobile Manufacturers' tenth annual show in Madison Square Garden.

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

Century Road Club of America	10.00
Fred E. Mommer, New York	5.00
John H. Valentine, New York	10.00
Walthour & Hood, Atlanta, Ga.	10.00
Badger Brass Mfg. Co., Kenosha, Wis.	10.00
A. L. Garford, Elyria, Ohio	100.00
Frederick G. Bourne, New York	10.00
Fisk Rubber Co., Chicopee Falls, Mass.	25.00
The Standard Co., Torrington, Conn.	25.00
E. G. Robertson, Baltimore, Md.	1.00
Harry W. Turner, Manchester, Eng.	1.00
Kirk Munroe, Coconut Grove, Fla.	5.00
Joseph Goodman, Hartford, Conn.	25.00
Ralph Temple, Chicago	10.00
Dai H. Lewis, Buffalo, N. Y.	10.00
C. E. Peterlin, Grand Rapids, Mich.	15.00
Arthur N. Jervis, New York	5.00
S. Wallis Merrihew, New York	5.00
A. Schrader's Son, Inc., New York	15.00
Charles E. Miller, New York	10.00
W. W. Stall, Boston, Mass.	10.00
Century Road Club Association	15.00
American Wood Rim Co., Onaway	25.00
Fred C. Gilbert, Detroit, Mich.	5.00

To Revise F. A. M. Constitution.

President F. I. Willis, of the Federation of American Motorcyclists, has completed the selection of the committee of 25 members which in accordance with the resolution adopted at the annual meeting in August last, will revise the constitution and by-laws of the organization. Constituting himself chairman, Mr. Willis has asked these other members to serve:

G. H. Hamilton, Charles Wyatt, G. H. Westing, George C. Detch, of Indianapolis; Harry Dipple, Indianapolis; F. P. Prial, R. G. Betts, J. P. Thornley, E. L. Ovington, E. C. Kicherer, Stanley T. Kellogg, F. A. Baker, Dwight Patterson, of New York City; LeRoy Cook, Boston, Mass.; E. M. Estabrook, Bangor, Me.; C. C. Wilber, Keene, N. H.; W. F. Mann, Boston, Mass.; W. F. Hapgood, Springfield, Mass.; Henry J. Wehman, Brooklyn, N. Y.; W. F. Rempis, Reading, Pa.; Edward Buffum, Pottstown, Pa.; A. B. Coffman, Toledo, O.; G. B. Gibson, Westboro, Mass.; A. G. Chapple, Brooklyn, N. Y.

The actual work of the revision will be performed by the Indianapolis members of the committee, who will submit the result to the eastern members, who are expected to hold a meeting during the New York show, probably on January 11th, when President Willis will be in the metropolis and assist the final overhauling.

A special meeting of the F. A. M. to adopt the revised constitution and by-laws will be held in Chicago on February 10th.

LOOKS LIKE CLARKE-RUTT

Reconstructed Team Performs the Almost Impossible and is a Lap Ahead in Six Days Race—Week of Surprising Happenings and Tumultuous Enthusiasm.

Unless one or the other drops dead or otherwise becomes incapacitated between 10 a. m. and 10 p. m. today (Saturday), A. J. Clarke, the popular little Australian sprinter, who has accepted America as his home, and Walter Rutt, the equally popular German crack, will win the 17th annual six days bicycle team race, which will come to an end in Madison Square Garden, New York City, this evening.

For at 10 o'clock this morning Clarke and Rutt were one lap ahead of the teams of Root and Fogler, Walthour and Collins and Hill and Stein; two laps ahead of Halstead and Hehir, and three laps in front of the teams of Lawson and De Mara and Mitten and West. The other teams remaining in the race are the Georget brothers, and Anderson and Vanoni, so far behind that they do not figure as possibilities in the distribution of prize money. Of the 17 teams that started, but nine pairs remain in the race.

Barring the unforeseen Clarke and Rutt have the race won without exerting themselves unduly. Even should one or more of the teams in the second division gain a lap during the day, either Clarke or Rutt is capable of winning the mile sprint that would decide such tie. Root and Fogler look good for second money, Hill and Stein for third, and Walthour and Collins for fourth.

The present race has been one of the most remarkable ever held. In past years six days contests have developed into steady grinds or a series of spectacular sprints. The race of 1909 will go down into history as having possessed both these elements, and for that reason it has been more than interesting for the spectators, though unusually exacting for the contestants. Although no attendance figures have been given out as yet, the race now concluding has been more successful from the box office point of view than any of the contests that preceded it. As a race it has bristled with interesting developments since the start last Sunday midnight, and there have been sufficient startling incidents to satisfy the most exacting, and to cause uproarious enthusiasm.

Perhaps the most unlooked for and most sensational incident of the week was the withdrawal of Stol and Macfarland and the subsequent pairing of their partners—Rutt and Clarke. So far as is known a reconstructed team never before has won a six days race, so that the performance of Clarke and Rutt, which consisted of gain-

ing the lap they had been penalized for forming a new team, besides placing themselves a lap ahead of the field, borders upon the remarkable. Incidentally either Rutt or Clarke is a wonderful rider; as a team, they are unbeatable.

MONDAY—FIRST DAY.

In spite of the fact that there had not been issued so much "paper"—as free passes technically are termed—for last Sunday night, as on the corresponding night in past years, Madison Square Garden was well filled when Senator Timothy D. Sullivan



A. J. CLARKE

fired the starting pistol for the 17th annual six days race. Incidentally "Big Tim," as the well-known New York politician familiarly is known, established a precedent in starting the annual grind. The pistol popped exactly at midnight, beating any previous record by several minutes.

Prior to the start the usual formalities of introducing the teams and allowing them to circle the track once, was gone through with, but so anxious were the promoters to have the race start precisely on the minute of midnight, that only about half the seventeen teams had an opportunity to ride the exhibition lap. No one seemed disappointed, however. After the usual burning of flashlight powder by the photographers, the riders selected to start the race for their teams lined up, the starters being:

Walter Rutt, of the German-Holland team of Rutt-Stol; Leon Georget, for the French team of Georget-Georget; Achille Germain, for the British-French team of Shirley-Germain; Giovanni Cuniolo, of the Italian team of Cuniolo-Carapezze; A. J. Clark, for the International team of Macfarland-Clarke; E. F. Root, for the "Little Old" New York team of Root-Fogler; R. J. Walthour, for the Dixie-Yankee team of Walthour-Collins; Walter DeMara, for the Mormon team of Lawson-DeMara; Ernest A. Pye, for the Australian team of Pye-Hehir; Walter A. Bardgett, for the Buffalo-Boston team of Bardgett-Logan; Norman M. Anderson, for the Danish-Italian team of Anderson-Vanoni; Pat Keegan, for the Irish-American team of Keegan-Galvin; George Guthrie Cameron, for the New York-New Jersey team of Cameron-Krebs; Fred Hill, for the Brooklyn-Boston team of Hill-Stein; George Wiley, for the Messenger Boy team of Wiley-Drobach; W. L. Mitten, for the Farmer team of Mitten-West, and Alfred Halstead, for the Native Son team of Halstead-Lawrence.

With all the contestants as fresh as growing plants, they started off with a rush, albeit the first mile did not count in respect to laps gained or lost. The honor of leading at the first lap and also at the ending of the first mile fell to Germain, while Walter Rutt earned the distinction of having the first fall. Germain also led at two miles, and his teammate, Shirley headed the procession at three miles. The first five miles were covered in 11:57½, Stol leading.

At the ending of the first hour, with Rutt in the lead, all the teams were tied with 24 miles 9 laps, which was slower than the record made last year when Anderson and Vanoni rode 25 miles 5 laps. The Italian, Cuniolo, headed the procession at the ending of the second hour, with 48 miles 7 laps.

Germain, a member of the French team, whose riding experience has been limited to little more than two years, caused the first spill of consequence. It occurred during the first hour. Germain cut down on Logan, both of them falling, while Wiley and Galvin rode into them. Logan was scratched considerably and Germain had to be carried to his training quarters. Wiley was the most badly hurt, however, although the extent of his injuries was not known at once. Drobach relieved him and after being examined by Dr. Hugh M. Cox, it was discovered that the luckless Syracuse rider had suffered a dislocation of the right shoulder. Drobach remained upon the track for a long time, but as Wiley was unable to continue, his South Boston partner finally left the track, taking advantage of the four hour clause to find another team mate. There were no other accidents within that time and Drobach, who was riding better than ever before in his life, reluctantly divested himself of riding togs, and came back to the track, but as a helper in the Halstead-Lawrence camp.

A similar accident occurred between 11 and 12 o'clock Monday morning, which

eliminated another cracking team. Logan's tire slipped on the steep banking of the Fourth avenue turn, and the South Boston crack went down with a thud. After examination it was found that his left collar bone was broken, and that he was out of the race. As Drobach's time to find another partner had expired at 6.39 a. m., Bardgett was left without a chance to secure a partner. The Logan-Bardgett combination was officially out at 263 miles 7 laps.

Besides the elimination of these two excellent teams there were several other exciting features during the first 24 hours. Chief among them was the breaking of all the records from 14 to 24 hours, inclusive. When the 14 hours score was posted it showed that Macfarland was leading with 312 miles 4 laps, the old record of last year by Hill and De Mara having been 311 miles 9 laps. At the ending of 24 hours Vanoni led for his team with 516 miles 4 laps, which broke the world's record made by themselves last year by 2 miles 2 laps.

There was frequent sprinting during the afternoon and evening, but never any serious attempts to gain laps. The hard pace, however, in which all the riders more or less materially assisted in setting began to tell upon the weaker riders and when the first day ended at midnight Monday the team of Shirley-Germain had covered only 498 miles 9 laps, or 17 miles 6 laps behind the leaders. Germain's impetuous French blood weakened when he saw that grandstand tactics availed nothing, and as for Shirley, he couldn't ride fast enough to keep out of his own way. The team might just as well have remained upon the other side of the Atlantic ocean, and Promoter Powers would have saved the amount of the passage and expense of preliminary training.

One bit of excitement occurred during the afternoon following one of the numerous sprints. One of the most interested spectators had been Joseph McQuick, a paper hanger of 138 West Nineteenth street, and he became excited when one of the riders attempted to break away from the field. His intense interest brought on an epileptic fit, to which he was subject. An ambulance took him to Bellevue Hospital, but he died before reaching the institution.

The crowd during the afternoon and evening was the largest in the history of the race for Monday. In the afternoon the arena seats and balconies were well filled, but in the evening there were few vacant seats, at least 10,000 persons being in the building.

TUESDAY—THE SECOND DAY.

Not the least interesting part of Tuesday's proceedings was the riding of George Guthrie Cameron, who formerly lived in New York City, before he moved over to New Jersey to become the chauffeur for P. T. Powers. Cameron's partner was Floyd Krebs, a veteran six days rider who had one victory to his credit, while this was Cameron's first grind.

It was understood that Krebs signed a

THE MILEAGE SCORE BY DAYS.

24 Hours Score.

	Miles.	Laps.
Macfarland-Clarke	516	4
Rutt-Stil	516	4
Root-Fogler	516	4
Lawson-De Mara	516	4
Walthour-Collins	516	4
Anderson-Vanoni	516	4
Mitten-West	516	4
Cameron-Krebs	516	4
Halstead-Lawrence	516	4
Hill-Stein	516	4
Pye-Hehir	516	4
Galvin-Keegan	516	4
Georget-Georget	516	4
Cuniolo-Carapezzi	516	4
Shirley-Germain	498	9

Old record, 514 miles 2 laps, made by Anderson and Vanoni in 1908.

48 Hours Score.

	Miles.	Laps.
Macfarland-Clarke	976	8
Rutt-Stol	976	8
Root-Fogler	976	8
Lawson-De Mara	976	8
Walthour-Collins	976	8
Cameron-Krebs	976	8
Halstead-Lawrence	976	8
Pye-Hehir	976	8
Galvin-Keegan	976	8
Anderson-Vanoni	976	7
Hill-Stein	976	7
Georget-Georget	976	7
Germain-Carapezzi	973	9

Old record, 974 miles 3 laps, made by Rutt and Stol in 1908.

72 Hours Score.

	Miles.	Laps.
Masfarland-Clarke	1,439	8
Rutt-Stol	1,439	8
Root-Fogler	1,439	8
Lawson-Demara	1,439	8
Walthour-Collins	1,439	8
Halstead-Lawrence	1,439	8
Pye-Hehir	1,439	8
Mitten-West	1,439	7
Cameron-Krebs	1,439	7
Anderson-Vanoni	1,439	7
Hill-Stein	1,439	7
Georget-Georget	1,439	6
Galvin-Keegan	1,439	6
Germain-Carapezzi	1,353	8

Old record, 1,419 miles 2 laps, made by Rutt and Stol in 1908.

96 Hours Score.

	Miles.	Laps.
Root-Fogler	1,871	3
Walthour-Collins	1,871	3
Halstead-Lawrence	1,871	3
Pye-Hehir	1,871	3
Rutt-Clarke	1,871	3
Hill-Stein	1,871	3
Lawson-De Mara	1,871	2
Mitten-West	1,871	2
Anderson-Vanoni	1,871	1
Cameron-Krebs	1,871	0
Georget-Georget	1,870	9
Germain-Carapezzi	1,760	0

Old record, 1,865 miles 9 laps, made by De Mara and Hill in 1908.

120 Hours Score.

	Miles.	Laps.
Rutt-Clarke	2,283	1
Root-Fogler	2,283	1
Walthour-Collins	2,283	1
Hill-Stein	2,283	1
Anderson-Vanoni	2,283	1
Halstead-Hehir	2,283	0
Lawson-De Mara	2,283	0
Mitten-West	2,283	0
Georget-Georget	2,282	9

The record for the 120th hour is 2,324 miles 0 laps, made by Rutt and Stol in 1898.

contract that specified he was to receive \$750 if he finished the race. Cameron, on the other hand, did not have any contract with his employer, but because he knew he would be treated well was determined to do his best.

Whether Krebs possessed any backbone when he entered the race is problematical. At any rate, it is certain that by the time the first 24 hours had passed the stiffening of his spinal column had badly wilted. Krebs was acerbic and babyish. He would not work, and after being on the track a few minutes would cry for Cameron. Imposed upon Cameron, rather than have his mate lose a lap, would ride for hours to Krebs's minutes. Each time Cameron appeared upon the track he was greeted with a burst of applause, while a silent disapproval punctuated by one or two hisses was the call that Krebs received.

After 48 hours of riding 14 of the original 17 teams remained in the race, one of them being the reconstructed team of Germain and Carapezzi. Shirley, the Britisher, who upon landing in New York City little more than a week ago, complained to the Bicycling World man because he had been given such a poor partner, at the same time detailing a few of his own wonderful records, quit at 500 miles. Germain stopped riding at 256 miles 7 laps, and as Cuniolo, of the Italian team, had enough about 5 miles later, he decided to withdraw. The new team of Carapezzi and Germain began riding soon after the beginning of the second day, and although they lost much ground in the sprints they were able to assist in grinding out a record-breaking pace.

There was another great outpouring of spectators in the afternoon and evening and they were rewarded by seeing several fast sprints, and likewise several spills, none of which, however, resulted disastrously. Three teams dropped one lap behind the leaders, they being Hill and Stein, Anderson and Vanoni, and the Georget brothers.

It resembled a bowling match on the homestretch of the track at 10.40 o'clock, when one of Keegan's tires punctured. Keegan toppled over, Pye, Collins and Stein also being bowled over like ten pins. The bicycles were more damaged than the riders and while the mixup was being adjusted Germain provided the crowd with considerable amusement by attempting to steal a few laps. He was told that any laps gained or lost would not be counted but was so full of ginger that he could not be restrained. Later, when several sprints started he could not find his speed.

Walthour started the sprint that resulted in three teams losing one lap and another team several miles. It was about 11 o'clock in the morning when Walthour jumped and started a heartbreaking sprint that was taken up by Rutt, Fogler and Lawson. The quartet soon drew away from the remainder of the field while track attendants frantically rushed around getting riders out of bed to relieve their tiring partners. Mean-

while the four riders in front were riding like the wind and had Fogler ridden his best when it came his turn to set pace the entire field would have been lapped. As it was Stein, Anderson and Emile Georget fell by the wayside, but the other riders were pulled up by Clarke, who had to make a wonderful ride to cut down the distance lost by Macfarland, his team mate. Soon after the effects of the big sprint wore off Stol started to line out a dizzy pace that was taken up by Clarke. The field was awake, however, and the attempt to gain a lap proved fruitless.

The hard pace was responsible for the breaking of several records. From the 24th to the 30th hour, inclusive, the riders kept above the record, but slow riding in the 31st hour brought the mileage down even with the record. For the next five hours the riders failed to keep ahead of the record, but again got inside the figures at 37 hours. At 48 hours Fogler led, the distance being 976 miles 8 laps, which is exactly $2\frac{1}{2}$ miles better than Hill and De Mara's record last year.

WEDNESDAY—THE THIRD DAY.

Although the field was not reduced on Wednesday three more teams lost a lap, two hard sprints sending the Mitten-West Galvin-Keegan and Krebs-Cameron combinations back of the leaders. With the race half over seven teams remained tied for the lead, four teams tied one lap behind, two teams two laps back and the remaining team so far behind that it was useless to record their score.

The first jam was started by Anderson between 1 and 2 o'clock Wednesday morning as Vanoni was preparing to relieve him. While the sprinting, which lasted for 13 minutes, was in progress, the Garden was in an uproar as changes were frequent and the scorers had their work cut out for them in keeping track of the frequent pickups. After it had settled down somewhat, Keegan, who was practically "all in" left the track without asking permission. A trainer told the referee that a tire was punctured, but upon investigation, it proved to be not the case. Then the excuse was made that the front wheel was wobbly, due to two spokes having become broken. Finally it was said that the bearings of the front wheel had tightened. These conflicting stories convinced Referee J. H. Valentine that Keegan had dismounted merely to save himself from being lapped and he ordered that the team of Galvin and Keegan be put one lap behind the leaders. Keegan fumed and as a last resort invoked the aid of P. T. Powers, but the promoter refused to intervene, and the score stood as it had been posted.

The second big sprint of the day began between 6 and 7 o'clock in the evening and when it was over Mitten and West and Krebs and Cameron had been ousted from the leading division, while the teams of Galvin and Keegan and the Georget brothers also lost another lap, which placed

the latter two teams that many laps behind the leaders.

Clarke started the trouble and when he jumped he went so fast that a gap of several yards was opened before the field awoke to the fact that the Australian really was in earnest about gaining a lap. Walter Rutt chased after Clarke and after several laps of the hardest kind of sprinting overhauled him. Instead of stopping Clarke continued his sprint for five laps, when he was relieved by Macfarland. Macfarland, after a pretty



WALTER RUTT

pickup, kept right on going, and Stol replaced Rutt. In the meantime the camp managers had sent a hurry call for the riders off the track. When the confusing whirligig finally ceased revolving so rapidly it was found that the above named four teams had dropped laps. Many of those who followed the melee thought Collins and Walthour also had been dropped, but the scorers said no and their decision was final.

Despite the fact that the special cordon of Pinkerton police cleaned the big amphitheater from cellar to garret in the early morning hours, and the management raised the general admission from 50 cents to \$1, the increased price did not affect the attendance in the least. At 9 o'clock in the evening the seats again were filled, the crowd remaining until nearly morning, when another cleanup took place.

The hard pace set by Anderson and Va-

noni throughout the day and the frequent sprints kept the mileage up in the record figures. Every hour record from 24 to 72, inclusive, was broken. When the 72 hours record was posted, Hehir leading, it was found that the riders had covered 1,439 miles 8 laps, which was 20 miles 6 laps more than the record made last year by Rutt and Stol.

THURSDAY—THE FOURTH DAY.

It is strange, but nevertheless true, that Thursday always has been the big day of the New York six days race and Thursday of this race proved no exception to the rule. Thursday was the day of sensations, for two of the strongest teams of the race were broken up—those of Rutt and Stol and Macfarland and Clarke.

To the ten thousand persons who crowded into Madison Square Garden the quitting of Macfarland and Stol was like a bolt of lightning from a clear sky. It had been rumored that Stol was suffering with his knee, but as rumors of such sort fly around from the start to the finish of the race year not a great amount of serious attention was paid the rumor that Stol was in a bad way. Likewise it was a great surprise when Macfarland gave up the ghost.

Stol was the first to retire, although his was not the first elimination of the day. The first team to go out Thursday was that of Galvin and Keegan. It was no secret that Keegan was in bad shape and although Galvin did about two-thirds of the riding for the team it did not save his partner. Keegan left the track at 1,434 miles 2 laps and Galvin continued for more than 30 miles, but gave up when he learned that Keegan could not hope to keep going much longer. The Lowell rider had contracted a cold which settled on his chest. Dr. Sturges pronounced it a case of congestion of the lungs and Keegan was hustled off to Bellevue Hospital.

Stol, who last year had trouble with his knees, developed a recurrence of the trouble and after vainly trying to mount his bicycle, was forced to admit that he might as well quit. Stol's team accordingly was declared out of the race at 7.52 a. m., which gave Walter Rutt four hours in which to find a partner. He found one rather easier than he expected. During the night Floyd A. Macfarland had broken the fourth finger of his right hand, and while it did not prevent him from riding Macfarland saw an excellent opportunity to give Clarke a better partner than he could expect to be. "Foxy Mac" saw that by teaming Rutt and Clarke the team would be sure of first money, at the same time removing his most formidable opposition. So, although Macfarland might have continued in the race he decided that a rest would be just as pleasant as grinding away for nearly three more days, and accordingly withdrew, the re-organized team of Rutt-Clarke being formed at 11.52 a. m., being penalized one lap.

There was not much sprinting during the afternoon or early evening, but the crowd

was roused to frenzy at 10.34 o'clock when Clarke suddenly jumped. Hehir had been near the head of the procession and he tacked on as Clarke flew past and the pair gained a quarter of a lap before Rutt relieved Clarke. The big German sprinted for all that was in him and left Hehir, increasing his lead over the field to more than a half lap, when Clarke took up the running again. The latter rode magnificently and despite the frantic efforts of the others succeeded in lapping every rider in the race and two laps on the Georget brothers.

At 10.49 o'clock, when the field was taking things rather easily, Fred Hill made a sudden jump and drew a lead of one-third lap, when Stein relieved. The latter increased the lead to two-thirds of a lap, when Hill came on the track again and added the finishing touches to the gaining of the lap, which placed them in the first division. A few minutes later Root attempted to shake the field, but Rutt pulled him down after a two laps' chase. De Mara lost so much ground that his partner, Lawson, could not make it up and the team landed in the second division. Very late in the evening Krebs lost a lap and came off the track for no reason at all, causing his team to lose several laps.

Had not De Mara fallen during one of the afternoon sprints doubtless several teams would have been lapped. Hill started a sprint at 5 o'clock that was taken up by the Rutt-Clarke and Fogler-Root teams. They had passed four of the stragglers and were about to lap the field when De Mara fell. The crowd voiced its disapproval by hissing him roundly, as no excuse could be found for the fall. After the field got together again Rutt and Fogler started another terrific sprint and had gained more than a half lap when Leon Georget fell from his bicycle at about the same place as fell Demara. The crowd assured Georget that he, too, was a fakir.

All the world's records from 72 to 96 hours, inclusive. At the latter time Pye and Hehir led, the leading division having covered 1,871 miles 3 laps. It replaces the record of 1,865 miles 9 laps made by De Mara and Hill last year.

FRIDAY—THE FIFTH DAY.

With the homestretch in sight the race assumed a different aspect on Friday, the fifth day. Not only were four teams eliminated, one being reconstructed from the debris, but there were several changes in the positions of the riders. Because of the frequent sprints, and ensuing lulls in the pace, the riders fell back of the record, the score at the ending of the 120th hour being 2,283 miles 1 lap, which was 40 miles 9 laps behind the record made by Rutt and Stol.

Carapezzi and Germain, a reconstructed team, were ordered out of the race at 3 a. m. by Referee John H. Valentine, because they were more than 150 miles behind the leaders and only appeared upon the track when they felt like it.

The elimination of the Krebs-Cameron team was for much the same reason. Although Cameron never lost any distance when upon the track for his team, his partner did not seem to care whether he rode or not. Although the field was riding at a snail's pace Krebs would ride even slower, and as he showed a disposition to mount and dismount at will, to the possible danger of the other contestants, Referee Valentine decided that the race would get along just as well sans Krebs as with him. As another mate could not be found the plucky Cameron was forced to withdraw. Cameron deserves a partner his equal next time.

The next incident occurred early in the afternoon when Ernest A. Pye fell, through the bursting of a tire, and broke his collar bone. Pye had wanted to quit earlier in the race and only the pluck of Hehir in taking long shifts of riding kept the team in the contest. Hehir is a gamester of 18 karat and when he saw Pye was down and out said he would take advantage of the four hours clause in which to find another partner. As Lawrence was suffering untold pain because of badly swollen knees Hehir prevailed upon brave little Lawrence to withdraw in order that he might team up with Halstead, who was riding a great race. The new team of Halstead and Hehir officially began riding at 6.08 p. m., but had to go one lap behind the leaders.

One of the neatest tricks that was played during the entire race happened at 10 p. m., when Vanoni and Anderson, who had lost a lap during the 25th hour, regained it through strategy that would have been a credit to Napoleon. Vanoni was on the track when Anderson went to relieve him. The field had been riding as slowly as possible without falling from their bicycles. Anderson made the pickup from the rear, passing the others at such a moderate pace that none of them suspected what he was up to. After he had passed Vanoni Anderson rode down on the pole and got to work, while the former continued to loaf along at the head of the procession until he reached the side of the track where his training camp was located, when he dismounted. By that time Anderson was almost up to the bunch and had no difficulty in making his lap. Some time before this episode Anderson and Vanoni had made an earnest endeavor to regain their lost lap, but were not successful, though the Georget brothers lost a lap.

At 11 o'clock in the evening nine teams were left in the race, five of them being tied for the lead. These were the Rutt-Clarke, Fogler-Root, Hill-Stein, Anderson-Vanoni and Walthour Collins pairs. Three teams made up the second division—Lawson-De Mara, Mitten-West and Halstead-Hehir, one lap behind the leaders, and the Georget brothers two laps behind.

Shortly after midnight Halstead attempted to place his team with the leaders. He secured quite a lead when he jumped because Walter Rutt did not show any disposition to go after him. Hehir relieved

Halstead after the latter had sprinted for a couple of laps, but still Rutt refused to do the donkey work of closing the gap for the simple reason that Fogler was on his rear wheel. Finally Clarke replaced Rutt and Root took Fogler's place, Clarke started after Hehir in earnest, and when Halstead went out to replace his mate Clarke overhauled rapidly.

This little bit of sprinting seemed to put the idea into everyone's head to try for a lap and a wild scramble which lasted for 14 minutes followed Halstead's first jump. At the end of this time a puncture to Stein's tire caused a slowup else some of the teams would have lost more laps than they did. As a result of the long spurt the teams of Lawson and De Mara, Mitten and West, and Hehir and Halstead lost one lap each; Anderson and Vanoni lost two laps, while the Georget brothers dropped four laps. This ended the chronological day.

Three Indoor Races at Buffalo.

Three bicycle races formed a part of the athletic meet held at the 65th Regiment Armory, Buffalo, N. Y., on Friday evening, 3d inst., and as usual they provided most of the excitement. They resulted as follows:

One mile novice—Won by George Hctor, Bix Six A. C.; second Lloyd Stafford, unattached; third, Leo Wilcox, Castle A. C. Time, 2:38½.

Two miles lap race—Won by Albert Krushel, Alma A. C.; second, E. P. Young, Reading Standard W. C.; third, R. J. Hoover, unattached. Time, 4:39¼.

Two miles handicap—Won by Albert Krushel, Alma A. C. (20); second, Ed. Dethloff, Ariel A. C. (50); third, E. P. Young, Reading Standard W. C. (45). Time 4:47¾.

Americans Booked for Berlin Grind.

Edward F. Root and Joe Fogler will sail on the S.S. Kronprinzessin Cecile Tuesday, next; 14th inst., for Bremen, going from there to Berlin, where they will ride as a team in the forthcoming six days race. Walthour also will go and will pair with Stol. The race will take place the latter part of this month. It is rumored that Frank L. Kramer and James F. Moran will sail at the same time, and will compete as a team in the German grind, but the report has not been confirmed. Floyd A. Macfarland, who was booked to ride with Moran, stated this week that he does not think he will be a competitor. Last year Macfarland and Moran won the inaugural meet.

Rain Again Prevents Los Angeles Meet.

Rain on Sunday last again caused postponement of the Los Angeles (Cal.) Motorcycle Club's race meet at Ascot Park track, which had been postponed from the previous Sunday. No definite date for the next attempt, which will include the decision of the 5 miles F. A. M. national championship which has been awarded to the Los Angeles club.

WALTHOUR TAGS MONSIEUR PAR-ONG

Accomplishes the Expected at Six Days Preliminary Meet—Kramer Defeats Clarke and Amateurs Supply a Spill.

Taken as a whole, it was a very good card of racing that was witnessed by the 8,000 people who flocked to Madison Square Garden, New York City, Saturday night last, 4th inst., to view the annual preliminary to the historic six days grind, and see Charles Parent, the world's champion pace-follower, defeated by Robert J. Walthour, as was prophesied by the *Bicycling World*. They also saw Frank L. Kramer defeat A. J. Clarke in their sprint match, though Clarke later redeemed himself by winning the 10 miles international open, in which, however, Kramer did not compete.

After 10 uninteresting heats of a quarter mile scratch race were disposed of Kramer and Clarke lined up at the tape side of the ten laps track for the first heat of their match, the distance chosen being at one mile. Kramer took the lead slowly and led for a half mile, Clarke attempting to go around in the next lap. He was unsuccessful, after a neck and neck battle for a lap, Kramer ultimately winning by three-quarters of a length, in 2:57½.

Clarke had the pole in the second heat, but allowed Kramer to take the lead. In the second lap Clarke attempted to jump past his rival, but finding the Jerseyman alert as usual, delayed his bid until the beginning of the turn into the homestretch of the final lap. Clarke might as well have tried to jump to the moon as expect to outsprint Kramer in that short distance, and heat number two ended in a victory for Kramer by a half length.

As Kramer did not start in the 10 miles international open, Clarke had everything pretty much his own way. Twenty-two riders lined up for the fray and with a prize to the leader of the most laps and a \$5 bill to the leader at each mile, it follows that there was considerable rivalry between the lesser lights for small change. Peter Drobach, of South Boston, Mass., took the first four laps, and then Billington, of Newark, N. J., got three, Floyd Krebs, of the same city, corraling the next three ducats and the first mile prize. Alfred Halstead, of Sacramento, Cal., set practically all the pace in the second mile and got that prize, the third mile going to Fogler, of Brooklyn. Walter Rutt, the great German champion, quit at this point. The next \$5 bill also was plucked by Fogler, after which "bell cow" Floyd A. Macfarland ground out a hard pace for 2½ miles. The seventh mile prize went to Halstead, and a second or so later Peter Drobach, of South Boston, and Anderson of Denmark, decided they would shake the field. The attempt was not successful for Fogler pulled the bunch up in the 81st lap, and led until the bell

lap, with the exception of two laps which were grabbed by Vanoni, the Italian. The big combination showed itself in the last mile when Fogler, Clarke and Root, in the order named, headed the procession. When Fogler tired from his hard pace Clarke went to the front at the bell, and with Root on his wheel, won by 1½ lengths, a length separating Root from George Wiley, of Syracuse. Halstead got fourth and Drobach fifth. Macfarland and Fogler tied for the lap prize, each leading 26 times.

In their ten miles motor paced match Walthour was paced by Carl Ruden, while Charles Turville steered the pacing machine for Parent. The start was made with the men on opposite sides of the track, with the world's champion on the home stretch. In the first mile Parent (pronounced Parong) gained 25 yards, but lost some of his advantage in the second mile. Walthour tried hard to pass, but after a scrappy two or three laps fell back to a trailing position. Walthour made another jab in the next mile, but the Frenchman resisted valiantly and it was not until the fourth mile that Walthour succeeded in getting around. Once past his adversary Walthour made no bones about beating Parent as badly as he could, and when the gun sounded for the finish he was 2½ laps to the good. After the race Parent complained of the smallness of the track, to which he was unaccustomed, but his riding was prettier to watch and more like clockwork than was Walthour's.

As usual the amateur races did not pass off without a spill and in one of them Louis Owens, of the National Turn Verein Wheelmen, was injured so badly that after starting for his home in Newark, it was deemed advisable to take him to a hospital. After John Brennan fell in the final heat of the quarter mile amateur scratch the contest developed into a match race between William Vanden Dries and Jacob Magin. Vanden Dries had the pole and when Magin attempted to pass him on the last turn the former rode so wide that it was worth Magin's life to attempt to go around. Vanden Dries should have been disqualified, but apparently the referee did not see what was apparent to everyone else. The final heat of the half mile handicap was won by Arthur Lundborg, of the Bronx, an unknown rider with 40 yards. Maurice Vanden Dries, with 20 yards, was second, and Tony Pecarillo, East Orange, third.

The summeries:

One mile match, professional, between Frank L. Kramer, East Orange, N. J., and A. J. Clarke, Australia—First heat (one mile), won by Kramer. Time, 2:57. Second heat (one-half mile) and match, won by Kramer. Time, 1:10½.

One-quarter mile scratch, amateur—Won by William Vanden Dries, New York City; second, Jacob Magin, National T. V. W.; third, John Brennan, N. T. V. W. Time, 1:00¾.

One-half mile handicap, amateur—Won by Arthur Lundborg, The Bronx (40); sec-

ond, Maurice Vanden Dries, New York City (20); third, Tony Pecarilla, East Orange, N. J. Time, 1:00¾.

Ten miles scratch, professional—Won by A. J. Clarke, Australia; second, E. F. Root, Melrose, Mass.; third, George Wiley, Syracuse, N. Y.; fourth, Alfred Halstead, Sacramento, Cal.; fifth, Peter J. Drobach, South Boston. Time, 22:27. Lap prize winner, tie between Floyd Macfarland and Joe Fogler, 26 each. Mile prize winners, Fogler, Macfarland and Halstead, 2 each; Krebs, Drobach and Vanoni, 1 each.

Ten miles motor paced match, professional—Won by Robert J. Walthour, Atlanta, Ga.; second, Charles Parent, Paris, France. Time, 18:00¾.

Fort Lee Hill Climb Cut Short.

With the twin cylinder motorcycle class only half finished the Motor Contest Association's hill climbing contest on the long, winding Fort Lee (N. J.) grade on Saturday last, 4th inst., was called off because of the inability of the handful of police to keep the crowds off the road, the spectators surging out onto the course and barely allowing the machines sufficient room to pass. There were several close calls and that no one was hurt was due to the skill of the competitors rather than to caution on the part of spectators.

With much skidding and whipping around the turns A. G. Chapple, on a single cylinder 30.50 Indian, won that class in 50.15 seconds, which surpassed the best time in the twin class and also bettered the fastest time made by an automobile. Raymond Seymour, R-S, was second in 58.71, and Walter Goerke's chance faded when he fell on the tortuous turn near the finish. With a machine almost up to the 61 limit, Seymour, however, made the fastest time in the twin class, 51.80, but Goerke filed a protest with Referee Morton, claiming that Seymour was under the 135 pounds weight limit fixed by the F. A. M. competition rules. W. F. Robinson on a 5 horsepower Indian, was second in 55 seconds flat, and Harry Klebes, R-S, skidded against the veranda of a house on the dangerous upper turn and smashed his machine, but escaped injury himself. Before Chapple and Goerke had a chance to compete the climb was declared off. The times were recorded by the Warner electrical apparatus which recorded the time to one-one hundredth of a second. The course was 3,000 feet in length.

English Heads Poughkeepsie Club.

At a regular meeting of the Poughkeepsie (N. Y.) Motorcycle Club last week, the following officers were elected for the ensuing year: Harry English, president; Edward Ryan, vice-president; Woodbury Gindele, secretary; Herbert Gindele, assistant secretary, and Herbert Bowne, treasurer. Clifton G. Price is the publicity man. The club now has a membership of eighteen and has offered a prize to the member who brings in the most new recruits before June 1 next.

END OF A BERKSHIRE "TERROR"

New Road That Puts Jacob's Ladder "Out of Business"—Improvements That Enhance Popular Touring Route.

One of the "terrors," if not the "terror" of the picturesque Berkshire region, the famous Jacob's Ladder, has been subdued by the acceptance by the Massachusetts Highway Commission of the new state road around Morey Hill, which makes it possible to avoid the Ladder.

This result was brought about only after an agitation extending over a period of several years, by tourists and by the citizens of the vicinity for the construction of a new road which would eliminate the tortuous climb up Morey Hill in one direction and Jacob's Ladder in the other. The legislature two years ago appropriated \$50,000 for the construction of the new road around the hill and work was begun last year and now that it has been completed there is an excellent macadam highway extending all the way around the hill with a maximum grade of but 6½ per cent., as compared with the 17 per cent. on the Ladder.

The new road has a macadam surface all the way and is 21 feet wide at its narrowest part, and while it slightly increases the distance between Becket and Lee this is immaterial when compared with the elimination of the stiff climb. With an additional appropriation there also has been greatly improved a four miles stretch to the westward of Morey Hill.

While Morey really is steeper than Jacob's Ladder, the latter is more famous and is well known and well remembered by every tourist who ever has visited the Berkshire Hills. It practically is impossible to surmount on a bicycle, and it takes a good motorcycle to get to the top without pedal assistance. During the F. A. M. endurance run of 1907 it was the scene of the intermediate hill climbing test—probably one of the strangest and most picturesque events of the sort ever held; glorious successions of mountains and magnificent solitude made it appear almost weird. Of some 60 motorcycles representing the best of two continents, but four got up the hill unassisted. With the recent improvements it now is possible to travel from Boston to the western boundary of the state without encountering any bad road and for nearly the whole distance without leaving state or improved highway. The worst stretch on the route is near Chester and this is short and not terrifying.

Chicagoans Feast and See Things.

Late in November of last year, the Excelsior Supply Co. invited the Chicago riders of Excelsior motorcycles to a dinner served at one of the concert gardens. They were unfortunate in that threatening weather all through the morning and a heavy

downpour of rain just at noon kept many of the guests away and but thirty-odd members of the clan participated in the dinner. They repeated this affair on Sunday, the 28th and the weather man, not to be outdone, repeated his end of it. Despite these unpleasant conditions, however, 88 loyal members of the clan reported for duty. As nearly 200 had accepted the invitation it had been decided to hold this as a formal opening of the new Excelsior factory and the dinner was served in what will be the motor assembling department.

The man who was universally awarded the palm for sticking on the job was John Gordon of Lake Forest, who, in spite of the rain, rode in a distance of nearly 50 miles from his home to the factory and rode back again in the evening after the dinner.

Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

MORGAN & WRIGHT
DETROIT

Most of the guests were surprised at the extent and facilities of this plant, through which they were conducted. The original quarters on Randolph street were sadly crowded even by the end of 1908, and during the season just passed new space in an adjoining building was added but still failed to meet the requirements. The new plant is one of the most complete and finely equipped machine shops in the country. Slightly in excess of \$100,000 worth of machinery was moved from the old location and over \$160,000 worth of new machinery had just been installed. There is \$20,000 worth more to come.

After spending an hour in the inspection of the plant, mess call was sounded and the clan discussed the efforts of the caterer, and later listened to a few addresses and swapped experiences.

Where They Pay to Ride Bicycles.

The right to ride a bicycle in the City of Mexico costs one peso (50 cents) per month. This local district tax has been in effect for years, but efforts now are being made to have it reduced or wiped out.

WHEN ACCIDENTS BECOME ASSAULT

California Court Defines the Fine Distinction—Radical Ruling that Spells Jail for the Motorist.

Establishing a precedent in his interpretation of the provisions of the new California automobile law, Judge Willis, sitting in the Superior Court at Los Angeles, recently rendered a decision confirming the sentence of 30 days in jail without the alternative of a fine, imposed in the lower court on R. W. Mattoon, an automobile owner, who ran down F. W. Penrod and was found guilty Willis's decision sustains the police judge, and incidently makes plain that motorcyclists similarly are subject to the rule.

The accident took place on the evening of July 5. The machine was going at an estimated speed of 25 miles an hour.

Penrod alighted from a passing street car and the automobile struck him, throwing him to the ground, tearing his clothes, but causing no serious injury.

Mattoon was arrested and charged with battery. He was found guilty and sentenced to 30 days in jail. Being denied a new trial, he appealed to the Superior Court. Judge Willis's decision sustains the police judge.

"Battery is any wilful and unlawful use of force," says Judge Willis in his written opinion, "and violence upon the person of another. The word wilful, when applied to the intent in which the act is done or omitted, implies simply a purpose or willingness to commit the act or make the omission referred to. It does not require any intent to violate the law or to injure another or to acquire any advantage.

"The books are full of cases which show that actual intent is not an essential element of the crime charged in the complaint in this action, but that such actual intent may be implied from criminal negligence as the trial court found was exercised by the defendant in his manner of driving his automobile upon the occasion in question."

Mattoon also based his appeal on the allegations that the lower court had denied his motion for a new trial and his motion for acquittal; that the court erred in granting two continuances over the defendant's objections. All this Judge Willis overruled.

Concluding his opinion, the court says:

"Under the law, the streets of any municipality are held to be for the use of all the people, and the court is of opinion that men, women and children have the inherent right to travel in, along and across the same, without having life or limb imperiled by the reckless use of motorcycles, automobiles or other vehicles, and is therefore constrained to give the authorities above cited their fullest application, and whenever possible to uphold the lower courts in their efforts to protect the public by a strict enforcement of state laws, and city ordinances enacted in the interests of public safety."

BRILLIANT BUT NOT FRUITFUL

London Show Discloses Few, if Any, Notable Innovations or Developments—"All-Weather" Machines Conspicuous.

With the same little formalities which have recurred annually for the last 33 years, indeed, with the self-same master of ceremonies who has presided at the opening luncheon for the past 21 years, England's

try encamped in Agricultural Hall has been threatened by the intrusion of some foreign element. Originally purely a bicycle show, in the days when bicycles were still a novelty, the motorcycle was accepted as blood-brother to it and without protest. Later attempts to introduce the automobile did not meet with the same success, however, and with the diminution in popularity of the tri-car, Stanley is returning more and more to its original status as a bicycle show. This year, in fact, but two automobile ex-

altogether, though some idea of prevailing conditions in the industry is afforded by the statement that hardly more than 40 of the entire number staged bicycles exclusively, while the number of motorcycle exhibitors was about the same. Parts, sundries and accessories almost beyond number, composed the remainder of the show.

In the matter of bicycle design not much novelty was to be found. English designers continue to flock together pretty generally, and having disposed of the problem



A GLIMPSE OF THE 33D STANLEY SHOW REVEALING A FEW OF THE 220 EXHIBITS

great and only Stanley Show was officially presented to the public last month. From the 19th to the 27th ult., representatives of the entire British trade and such of the unattached British public as felt so inclined—as a good share of it did, judging from reports—were permitted to view sample products from every branch of the industry which is so firmly rooted in the British Isles. As in former years, Agricultural Hall, Islington, was called into use for the show, and in many other respects, the affair was a spirited repetition of a long-established and venerable institution.

There have been times when the peace and quiet which reigned in the cycle indus-

hibits were in the hall, both crowded out of the Olympia automobile show, while the formerly robust aggregation of tri-cars was reduced to one—that is to say, one three-wheeled vehicle of the near-automobile type. A few airship models were on view, as were a few baby carriages, and other prospective "side lines" designed to catch the eye of the visiting agent. But in its bulk, the 31st Stanley was as much a bicycle show as was the first one.

In point of magnitude the exhibition revealed an amount of industrial strength such as few who are not in direct touch with the British industry would expect to find. There were more than 220 exhibitors

of frame design to their own satisfaction, settled upon the double spool or rim type of brake and firmly established certain definitions as to what constitutes lightweight and heavyweight construction, they are at liberty to turn their attention to new fields of endeavor. Just now their main effort when it comes to introducing real changes in construction is in the direction of the variable speed gear.

For several years two and three speed gears have been on the market, but at no previous show has there been such a large number of finished machines on view which mounted this very modern type of fitting. It was observed at this year's Stanley, that

practically all of the larger and more solid concerns were producing at least one deluxe model which was equipped with two or three speed gearing, in addition to other and varied elaborations. For the most part outside the gearing, which is mainly a matter of rear hub design, new ideas were confined to the construction and operation of the brakes, while a greater amount of attention is now paid to the finish and accessory equipment than ever before.

In this connection, the advent of the so-called "all-weather" mount is particularly noteworthy. There has been a fairly general adoption of some method of rust-proofing, together with a reduction in the number of plated fittings to the lowest possible minimum. This tendency, with the use of chain cases with oil baths, works great benefit in the way of year around serviceability.

Reminiscent of other days, one of the few tandem machines to be seen, was that of the James Cycle Co., Ltd., which was of the "lady back" type, and which possessed the very modern feature of a free wheel in the rear. Such was the method of coupling the two hangers that the rear passenger might coast while her partner did all the work. On the same stand also was to be seen a modernized form of tricycle—a type of machine which it is the opinion of some foreign experts, is destined to witness something of a recrudescence. This opinion is strengthened by the fact that such a machine has been supplied to His Majesty the King. A duplicate of that very mount, in fact, was proudly displayed on the Humber stand. It possessed such up-to-date attributes as two-speed gear, side wheel mud guards, and lever hand brake. Indeed, not to minimize the distinct and peculiar glory of the Royal model tricycle, the English manufacturers are coming to a keen realization of the advantages of producing machines for special uses. One example of this was realized at the show in the "Votes for Women" models, shown on the Elswick stand, which were built especially for the use of the members of the Women's Social and Political Union.

Another and more serious example of the same tendency, also was shown by the Elswick Cycle and Manufacturing Co., Ltd., in the Territorial model. This machine was built especially for military service, and though revealing few outward differences from the standard heavyweight machine, was equipped with rifle clips for the carrying of the cycle scout's "artillery," as well as a combined mud guard and carrier in the rear.

Tradesmen's models pure and simple, for the most part revealed no great amount of novelty, except for the matter of durable finish, already mentioned. In one instance, however, that of the Hopper, a marked improvement was shown in the method of mounting the carrier. Formerly it had been bolted to the frame of the machine. Now it is made integrally with the head, thereby greatly increasing its strength as well

as improving the appearance of the machine. A further advantage claimed for this arrangement as against the more ordinary one in which the "load" swings with the front wheel, is that it tends to do away with skidding and considerably adds to the stability of the mount.

Among the inevitable novelties, despite their limited number, were found the usual number of resuscitations of old ideas. One of them was the Grout Bros.' expanding crank, which was intended to increase the pedal leverage on the down stroke. Another was the Greg pedalling gear, in which the crank motion was done away with in favor of a direct thrust of the foot, but at the expense of considerable added mechanism. Several new spring forks were shown, and at least two new spring frames, similar in general principle, save that one depended upon the resiliency of compressed air and the other upon the use of steel springs. The former was produced by Air Springs, Ltd., and the latter, which embodied in its two cushions an ingenious combination of convex split washers placed back to back and arranged progressively as to strength, was used in the Noshock bicycles.

Quite in contrast to the bicycle offerings, the field of motorcycle design revealed by no means the same evidence of having settled down into a plane of standardization. Progress, as compared with last year's show was revealed for the most part in the matter of two-speed gears with free engine and magneto ignition, both of which appear to be increasingly popular with the British user. The mechanically operated inlet valve has become practically universal since the recent conversion of a few delinquents of last year. On quite a number of machines foot boards, instead of pedals are now fitted, this offering opportunity for the British love of multiple contraptions, which is evidenced in the shape of many little foot pedals and push buttons for controlling the variable gears and muffler cut-outs.

Nearly every maker now has at least one model equipped with two speed gear, the planetary type being most popular, though a few double chain arrangements are shown, as are several examples of the expanding pulley. A majority of the engines were of the single cylinder type, ranging around $3\frac{1}{2}$ horsepower. The large twin type appears to have had its day, while the lightweight type, if anything, is gaining in favor.

A most excellent tendency was evidenced in the increasing numbers of all weather machines, which, following the example of the bicycles of later days, are finished in rustless style, with as few nicked parts as possible. Also, the unit power plant idea appears in one or two instances, apart from the devices designed for the conversion of bicycles into motorcycles. Thus in the Arno, the motor and all its appurtenances, magneto, carburetter and the forward member of the transmission, may be removed by undoing only two bolts. In another instance four bolts must be loosened in order to accomplish the same purpose. Another

movement in the direction of utility is the use of special mud guards for the magneto, when that member is placed low down in front, as in the new Triumph. In other cases, the defense of the magneto has been accomplished by placing it behind the motor or above the diagonal tube, in order to get it away from the influence of water and mud.

Top-liners in the novelty bill are T. A. C., James, Scott and Omega. The first mentioned is a very modern form of wheel chair, with its understandings arranged tandem. That is to say, it is a most elaborate attempt to compress a full-fledged automobile into small compass and mount it on two wheels instead of four. It is more like an automobile than anything ever put on tires, unquestionably. Some of its attributes are wheel steering, four-cylinder motor, three-speed sliding gearset, bucket seat and running boards. It has worm drive, and its rear wheel is joined to the frame by means of leaf springs.

The James is distinguished by having its frame entirely on one side of the machine, and therefore in being without forks; the Scott is of very peculiar drop frame construction, and has its engine arranged horizontally, with the crank case in front of the cylinder. A similar arrangement in the Omega, is rather ingeniously contrived. The crank case, in this instance, is placed back of the cylinder, with the center of the crank shaft occupying the usual position of the pedal crank hanger. The crank shaft is tubular, in fact, and through it the pedal shaft is passed, thus affording a very compact and neat arrangement.

Considerable novelty is shown in the new types of spring fork, many of which were to be seen at the show, perhaps the most radical being found in the A. S. L. machines, which embody an original form of pneumatic suspension. It is of the simple plunger type, with members arranged under the seat and in front of the head. So effectively have they been worked out, as is claimed, that the use of large wheels is rendered unnecessary, and in consequence it is equipped with 22 inch tires. A twin motor and what is practically a double diamond frame, are used on this machine. Horizontal motors appear on several machines, the Douglas among them; while the new Premier, Rex and the Scott, have two-cycle engines.

Among other novelties exhibited were the single-piece pressed steel frame of the Roc, which is made from one sheet of metal save for the head, which is electrically welded in place; the belt tightener of the Midget Bicar, which is adjusted by pressing down on the foot boards, this having the effect of moving the rear wheel backward in guides, and being used in connection with an expansible pulley; and the similar speed graduating device on the Zenith Bicar, which, however, is regulated by means of a single lever instead of by the use of the foot boards in conjunction with the speed-varying handle.

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It's built on the principle of a truss bridge. It secures the maximum rigidity with minimum weight. Saves the rider's power and the wear and tear on all running parts. "Trust the Truss." The same care and thought has been put into every other detail of the Iver Johnson bicycle. Send for 1910 Catalogue. It explains more in detail about the various models, and it shows you why dealers agree that the Iver Johnson is the best seller on the market.

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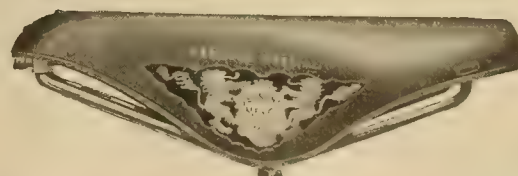
For Forty-eight Certificates we will send you a 20 year gold-filled watch, with open face, No. 16 size, latest thin model, pendant setting and screw back. The movement is fully guaranteed New York Standard, 7 jewel, and is one that will give the very best of satisfaction.

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CORRESPONDENCE

Mississippian Prods Meriweather.

Editor of the Bicycling World:

In giving an account of a long distance trip from San Francisco to New York City, Herbert F. Meriweather mentions that when he passed through Mississippi a team took fright at his machine near Sanatobia, or Santonia, and ran away, whereupon he was arrested and locked up in the station house all night. He further relates that a gang of drunkards tried to gain entrance to the station house for the purpose of lynching him, and that upon paying his fine he was released by the mayor the next morning, whereupon he continued his journey.

Although I do not doubt for one moment that the rider suffered hardships on a trip such as he describes, I have something to say on behalf of the good people and motorcycle riders of the State of Mississippi. There is no such town in the state as Sanatobia, or Santonia, but there are two towns known as Bentonia and Senatobia. The town of Bentonia has no mayor and consists of two or three plantation stores with a post office in the rear of one of the stores. Senatobia is a little larger and both towns are situated in the Delta.

These two towns are far out of the route Meriweather describes, as he claims to have come into Mississippi from Baton Rouge,

La., making his way to Jackson, Miss., thus traveling northeast and then east. I am not trying to pick an argument with this rider, as I believe he deserves great credit for making the long distance trip, but the riders here regret very much that when he was thinking of his great travels he allowed the innocent state of Mississippi to flash in his mind as being the place he came near being "strung up" like a negro who had committed some heinous crime.

I hope that the rider will correct this impression by stating that his Sanatobia, Santonia or San Antonio was in Texas or some other state, and will look at this communication in the right light. I wish to say also that any time after April 15, 1910, I would be pleased to make a trip with him, not barring any distance, and if he picks out a route which will bring us through Mississippi (a prohibition state) I will assure him that we together can get some refreshments when thirsty that will not have an "after effect" leading us to believe that someone is trying to lynch us.

S. C. RAGAN, Jr., Vicksburg, Miss.

About Buffers for Motorcycles.

Editor of the Bicycling World:

Owing to the absence of the writer we did not notice so promptly as we should have done your very pertinent editorial under the caption "Where There is Need of a Buffer" in your issue of November 25th.

Having taken due cognizance of it, however, we rise to remark that we have pro-

duced that Buffer and we think we see a way for you to do a kindness to your readers and point out a way to relieve the distress of a large and important portion of the motorcycling public—both individually and collectively—tell 'em to ride Greyhounds!

This Greyhound shock absorber is designed to meet exactly the condition you describe and is so amply successful that gold and precious stones wouldn't tempt its users to give it up.

Its location, right under the rider's good old spinal column puts it in exactly the place where its good offices are most needed, and we claim without reservation that it is a mile the best comfort device to be found on a motorcycle. It has none of the inherent weaknesses of spring frames, but has more and better action than any spring frame ever had. We are decidedly strong on comfort.

GREYHOUND MOTOR WORKS,
W. C. Overman, Vice-president.

The Largest Motorcycle Club.

Editor of the Bicycling World:

Which is the largest motorcycle club in the United States, and what is its street address.

SUBSCRIBER, Milwaukee, Wis.

[There is no really trustworthy data on the subject, but the Los Angeles (Cal.) Motorcycle Club generally is credited with having the largest membership. Its address is 2205 San Pedro street.]

Pedals

Toe Clips



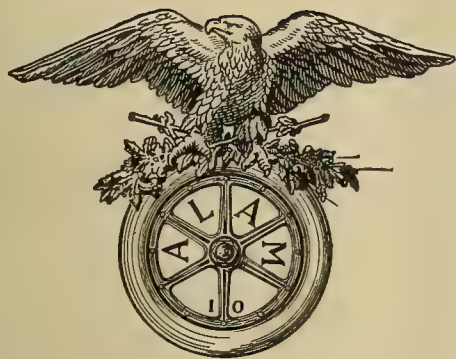
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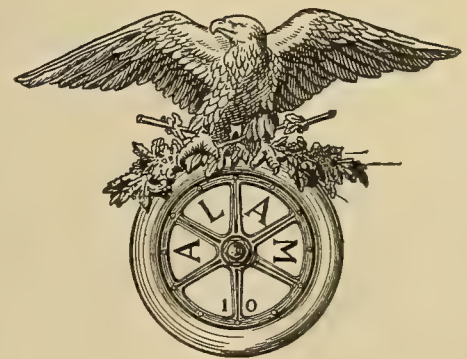
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GREYHOUND MOTOR WORKS.
THE PIERCE CYCLE CO.

EXCELSIOR SUPPLY CO.
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ECLIPSE MACHINE CO.
F. A. BAKER & CO.
ROYAL MOTOR WORKS, INC.
THE MIAMI CYCLE & MFG. CO.
EMBLEM MFG. CO.
MARVEL MOTORCYCLE CO.
RELIANCE MOTORCYCLE CO.
S. D. MFG. CO.

RECENT PATENTS.

926,411. Motor Vehicle. Henry P. Hausalter, Milwaukee, Wis. Filed July 22, 1908. Serial No. 444,697.

1. In driving mechanism for motor vehicles, a device for yieldingly connecting the steering wheels with a motor-driven hub member consisting in the combination of a non-revoluble shaft, a pair of motor driven hub members revolubly supported from said shaft, a pair of central wheel axles respectively pivotally supported from the ends of said non revoluble shaft, a pair of axle hub members revolubly supported on said wheel axles, a pair of exterior hollow hub members rigidly connected with said axle hub members, a plurality of circular spring members respectively affixed at one end to said motor driven hub members and at their opposite ends to said exterior hub members, a pair of steering wheels, and means for supporting said steering wheels from said exterior hub members.

926,439. Tire. John C. Raymond, New York, N. Y. Filed Oct. 5, 1908. Serial No. 456,283.

1. In combination, a rim having a rim plate provided at one edge with a downturned flange and at the opposite edge with an upturned and a downturned flange, the upturned flange being provided with a rib, a base plate adapted to be slipped over the edge of the rim plate having but one flange onto the latter, the inner edge of the said base plate engaging the said rim plate flange below the rib thereof, the outer edge of the said base plate having an upturned flange, a tire frame removably secured to the said base plate and carrying a tire casing, and pivoted and spring pressed locking devices on the said rim and its rim plate and engaging the said base plate to lock the same against lateral and peripheral movement.

926,771. Ball Bearing. Ernst Sachs Schweinfurt, Germany. Filed April 17, 1907. Serial No. 368,756.

1. A ball-bearing comprising concentric rings with confronting annular ball races and an interposed series of balls, one ring having a groove or passage running laterally of and oblique to its raceway in such a manner that the bearing can be assembled by screwing said ring into place while the series of balls are collected in the raceway of the other ring.

927,254. Tire Adjuster. Adam A. Long, Rochester, N. Y., assignor to Long & Mann Company, Rochester, N. Y., a Corporation of New York. Filed May 14, 1906. Serial No. 316,616.

1. A device for adjusting the tires of vehicle wheels comprising a pair of pivotally connected jaws, one of which is longer than the other and is provided with a curved tire-engaging portion conforming substantially to a transverse profile of one side of a pneumatic tire, and an elongated straight rim-engaging portion proceeding from the outer end of the curved portion to co-operate with a wheel rim to which the tire is secured, and the other of said jaws carrying a smooth tire-engaging heel to operate on the opposite side of a tire between the ends of the curved portion of the longer jaw and being curved above the heel.

927,620. Bicycle Prop. Ephraim F. Williams and Charles W. Patterson, Tampa, Fla. Filed Nov. 14, 1908. Serial No. 462,673.

1. In combination with a bicycle frame, a metallic plate having spaced tubular guides secured to the frame, a support having spaced bars slidable in the guides, a cross bar mounted on the upper end of the support, a spring connected with said cross bar and with the metallic plate, a chain connected with the upper end of the support, a lever connected with the chain and pivotally secured to the bicycle frame, and means for holding the lever in a fixed position on the frame.

927,702. Cooling Device for Engine Cylinders. Schuyler W. Zent, Miamisburg, Ohio. Filed Feb. 15, 1909. Serial No. 477,970.

1. A cylinder for an explosive engine, in combination with a strip of woven wire cut on the bias and secured spirally around the outer periphery of the cylinder with each wire of the strip leading from the cylinder and in contact therewith, substantially as described.

926,745. Motorcycle. George M. Hornecker, Whiting, Ind. Filed March 11, 1908. Serial No. 420,363.

1. In a motorcycle the combination with the handle bars, of extension handles, one rigidly secured to each handle bar, rotatable grips, one on the outer end of each extension handle, rigid shafts, one connected with each grip, extending through and projecting beyond the end of the respective extension handle opposite the grips, independently operating mechanisms connected with the respective shafts adapted for independent actuation for adjusting the throttle and sparking mechanism singly or simultaneously.

927,989. Bicycle. George H. Meiser, Chicago, Ill., assignor to Excelsior Supply

Company, a Corporation of Illinois. Filed April 21, 1908. Serial No. 428,357.

1. In a motorcycle, a front wheel fork composed of tubular members, a handle bar attached directly to said tubular members, a relatively movable supplementary fork, springs within said tubular members at the upper ends thereof, said members being provided with slots adjacent to said springs, end extensions from the supplementary fork adapted to enter said slots and engage said springs.

927,828. Speed Indicating Machine. Solomon M. Campbell, Watertown, Mass., assignor to Parker Manufacturing Company, Boston, Mass., a Corporation of West Virginia. Filed June 10, 1907. Serial No. 378,091.

1. A machine of the character described, comprising a rotatable element having pivoted toothed weights adapted to be turned on their pivots by centrifugal force of rotation of the element, suitable spring tension applied to said weights so as to oppose said force, a cylindrical member concentric with and adapted to move along the axis of said rotating element, and having a series of annular peripheral ribs in intermeshed relation with said toothed weights, a relatively stationary element having a gear provided with teeth intermeshing with the ribs of said cylindrical member, and a movable indicator connected to said gear so as to be actuated thereby.

928,660. Safety Attachment for Tanks or Cans. Nicholas B. Ippolito, Pittsburg, Pa. Filed Feb. 6, 1908. Serial No. 414,580.

1. A safety device for an explosive fluid-container comprising a supporting member secured to the container, a tube or cylinder opened at its upper end and closed at its bottom secured to the supporting member and provided with small openings, a wire-gauze covering the openings, a cap member having a central opening, an apertured disc for closing the cap opening normally secured to the cap member by fusible material, a stem extending through the disc and cap member, and a spring surrounding the stem.

928,919. Pumping Device for Velocipedes. Per G. Larsson, Kristianstad, Sweden. Filed Feb. 1, 1909. Serial No. 475,444.

1. In combination, a vehicle wheel having a pneumatic tire and axle, a plate attached to said axle and having an opening and an air pump and a button attached to said air pump and adapted to pass through said opening, and said button and opening having such shape that the button head may pass through and be turned across the material of the plate substantially as set forth.

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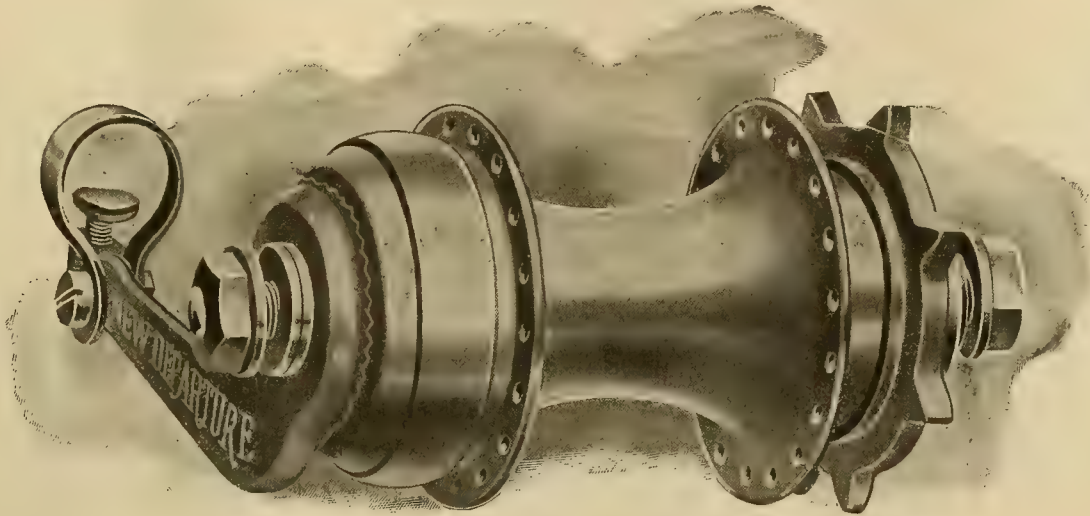
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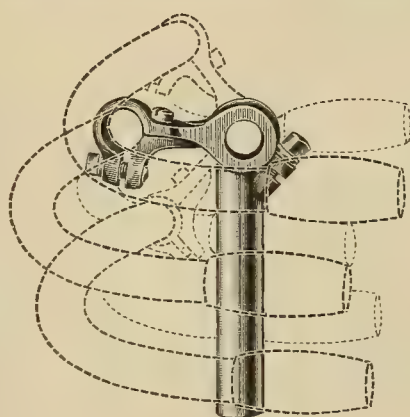
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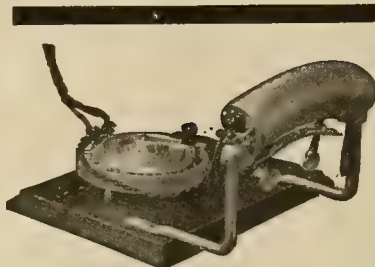
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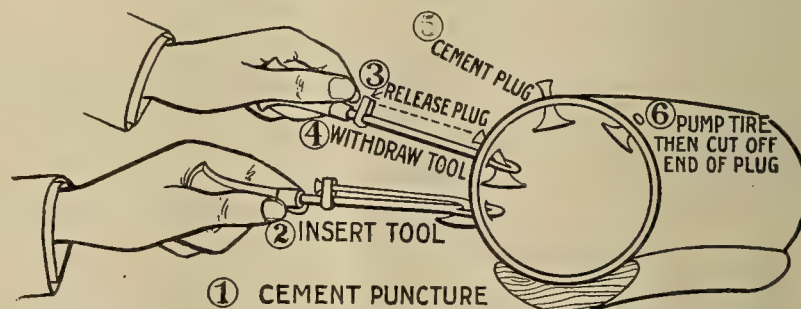
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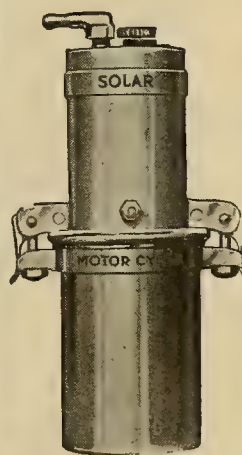
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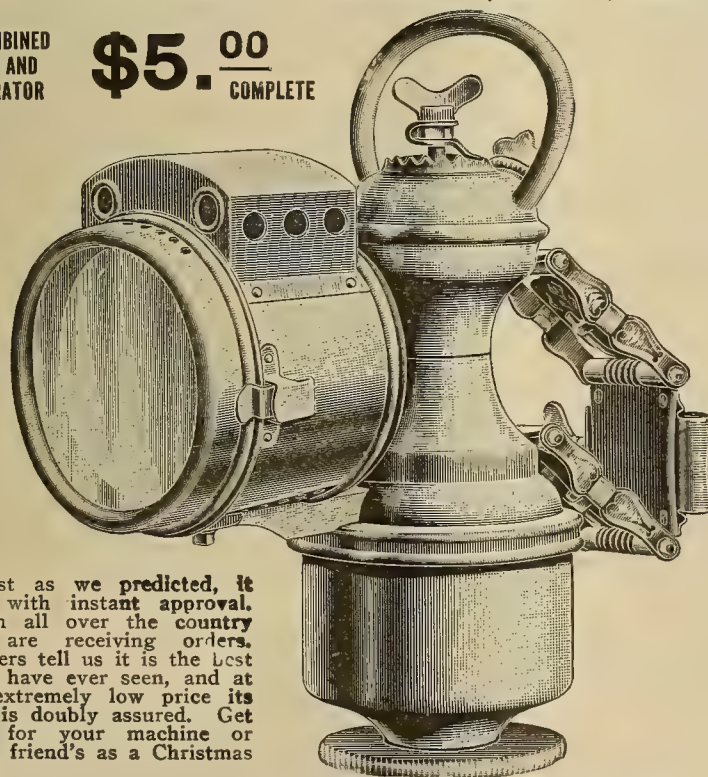
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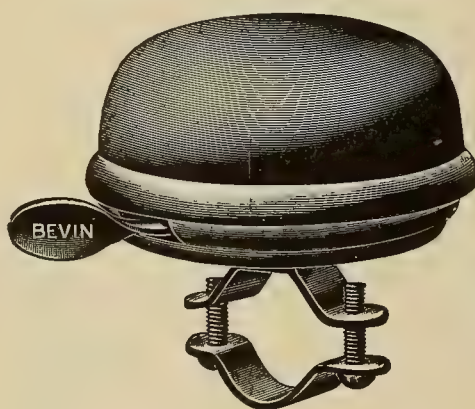
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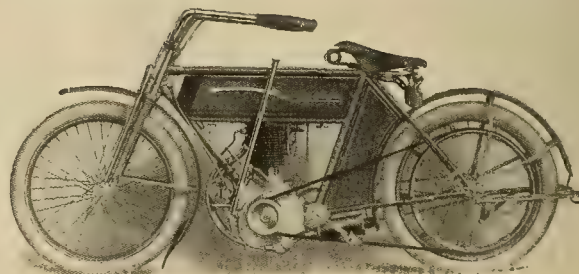
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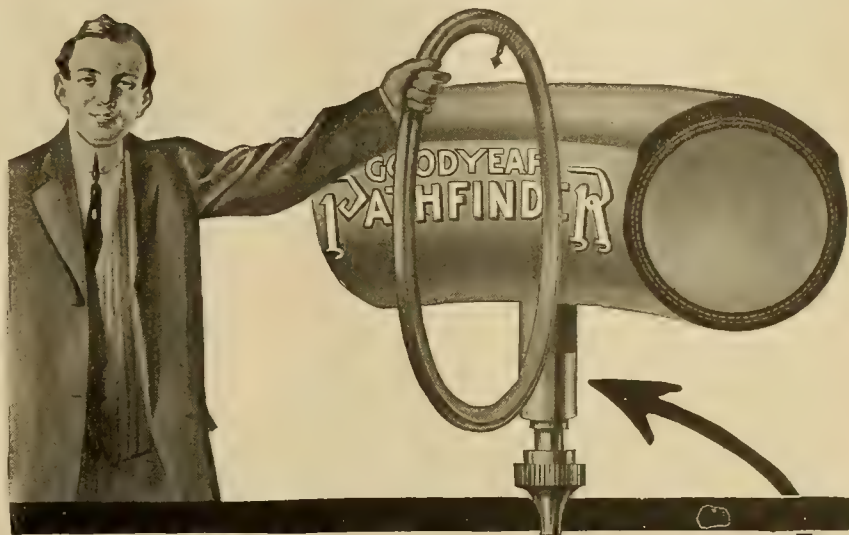
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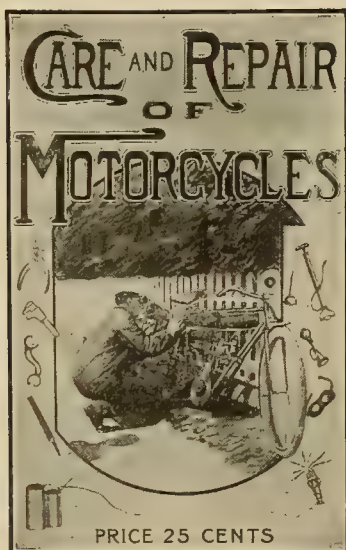
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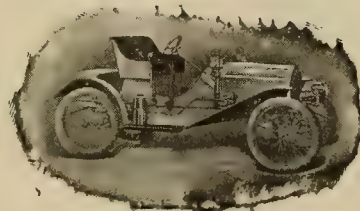
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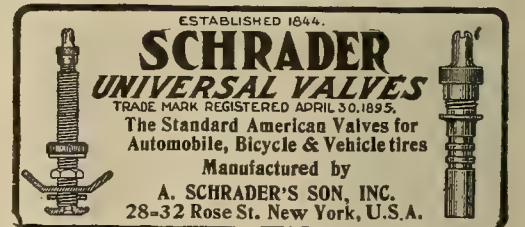
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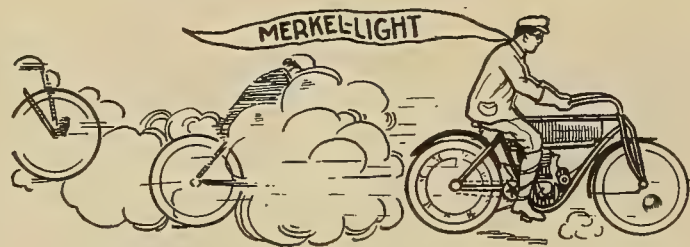
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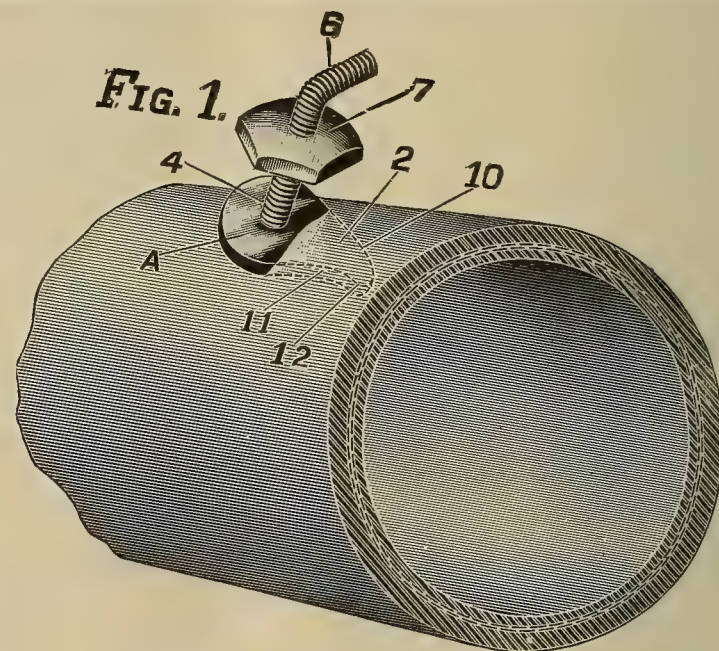
Whether going like a "blue streak" on a country dirt road or traveling down to the city limit on asphalt—

THE FLYING MERKEL

gets there first. The spring frame and fork makes riding a "Pullman" luxury. You won't know motorcycle comfort until you ride The Flying Merkel.

Our catalog and agency proposition will put you next to a good thing. Where shall we send it?

MERKEL-LIGHT MOTOR CO. Pottstown Pa.



The Harris Brass Plug

NEW, SIMPLE AND EFFECTIVE

Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or pleyer.

ELECTROTYPES FURNISHED FOR CATALOGS.

Buy Through your Jobber.

D. P. Harris Hardware Co., 48 Warren St., New York

Pfanstiehl Coils

GUARANTEED FOR FIVE
===== YEARS =====



- Constructed to operate on either 2 or 3 dry cells.
- Absolute balance and perfect efficiency guaranteed.
- Standard equipment with leading manufacturers.

Write for Particulars. ALSO WATCH FOR OUR MAGNETO ANNOUNCEMENT.

PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, Ill.

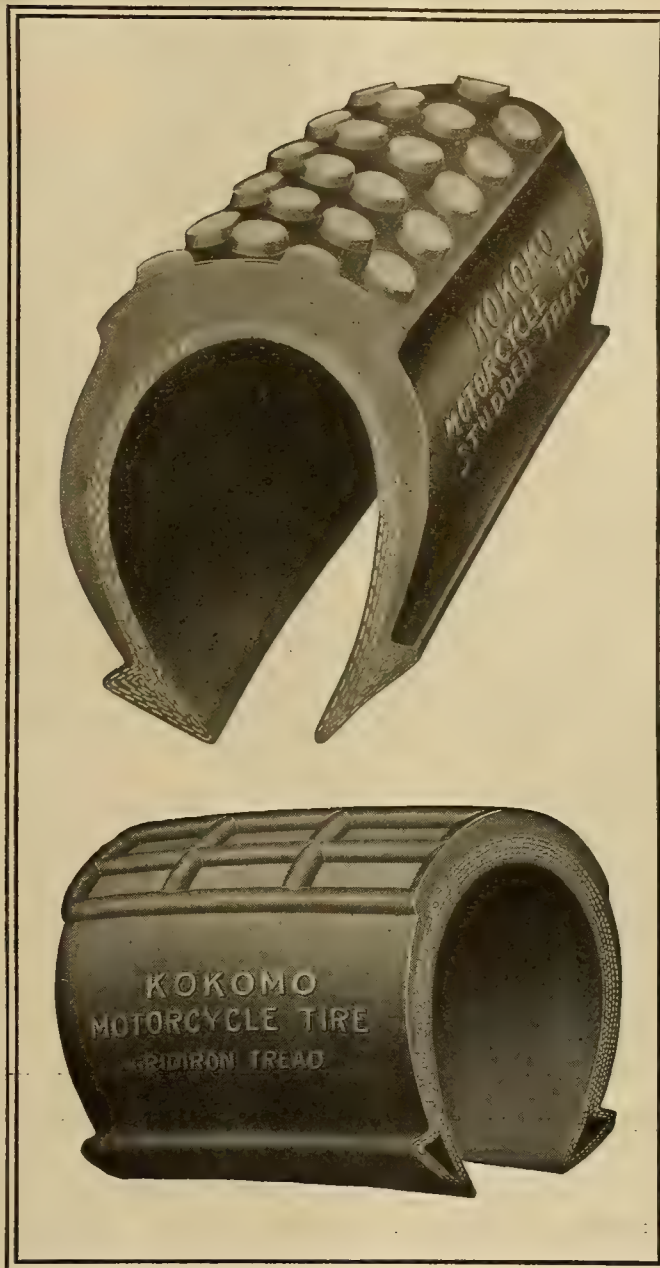
In placing orders for next season's requirements, it is well to bear in mind that the

Kokomo Inner Tubes

are of the same class and quality as the

Kokomo Motorcycle Tires

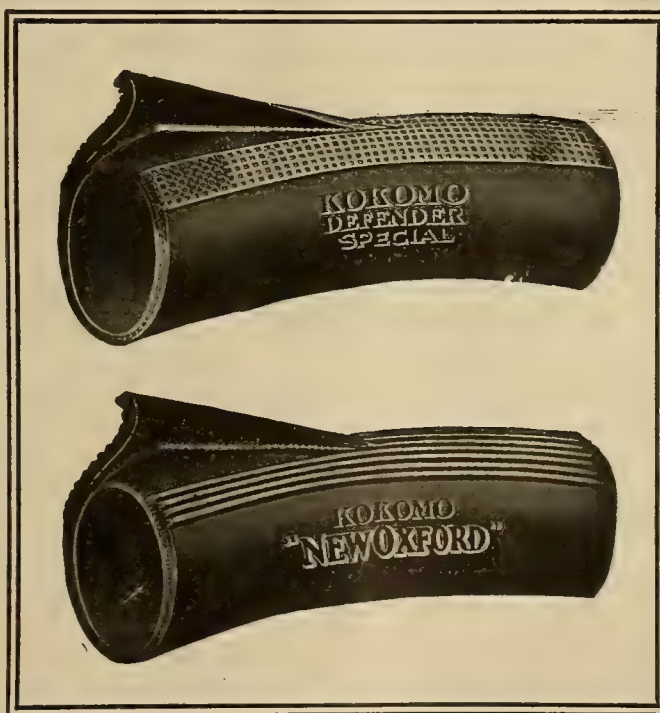
and you all know that the latter have made the motorcycle a more surefooted means of locomotion. They have proved that a truly durable and satisfactory tire is possible. The inner tubes that go with them will serve just as well in other tires.



Kokomo Bicycle Tires

are just as good as ever they were and there never was a time when there were better tires, no matter what prices may have been charged for them.

QUOTATIONS ON REQUEST



KOKOMO RUBBER COMPANY, Kokomo, Ind.



A Spin Through The Park On A Pleasant Day

is enjoyable if uninterrupted by vexatious delays. Tire punctures are the most annoying drawback to the pleasure of cycling.

FISK BICYCLE TIRES

are insurance against such delays. They are road proof and outwear all others.

Ask Our Branches About It.

THE FISK RUBBER COMPANY, Chicopee Falls, Mass.

Boston—239 Columbus Ave.
Springfield—135 Bridge St.
New York—1725 Broadway.
Philadelphia—258 North Broad St.
Atlanta—103 North Pryor St.
Buffalo—718 Main St.

BRANCHES

Cleveland—1942 Euclid Ave.
Detroit—262 Jefferson Ave.
Chicago—1440 Michigan Boulevard
St. Louis—3907 Olive St.
Minneapolis—820 Hennepin Ave.

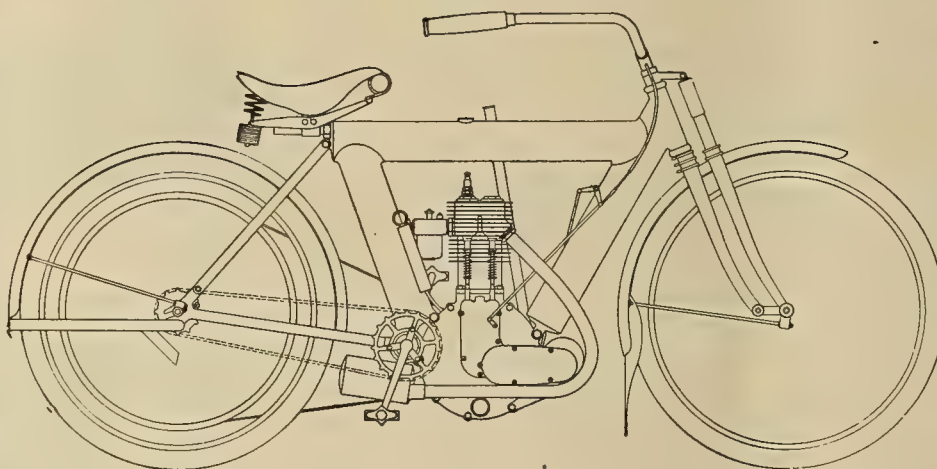
St. Paul—76 West Seventh St.
Kansas City—1604 Grand Ave.
Denver—1534 Glenarm St.
Seattle—910-14 East Pike St.
Los Angeles—722 South Olive St.
San Francisco—418 Golden Gate Ave.

1910—THE LINE THAT SELLS

Pierce Vibrationless Motorcycles

Four Cylinder

Two Speed, Free Engine,
Increased Power, Large
Tubing, Shaft Drive,
Mechanical Oiler, Slid-
ing Gear Transmission,
Magneto Ignition.



Single Cylinder

Ball Bearing Motor, Free
Engine, Belt Drive,
Large Tubing, Magne-
to Ignition, High Power,
Long Stroke, Smooth
Running.

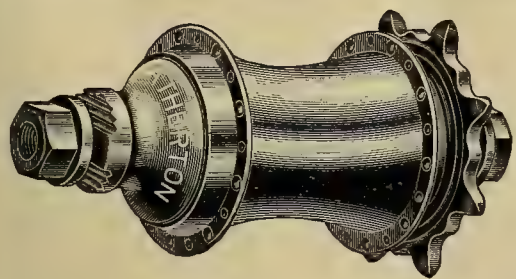
Ride the machine that's best—handle the line that pays.

A reliable company, lodged in a factory, will produce good products. We never produced anything superior to our 1910 line of Motorcycles. Our 1910 advance catalogue gives complete description. Ask for copy.

Our Proposition, "The Agency That Pays" will be submitted to any dealer on request.

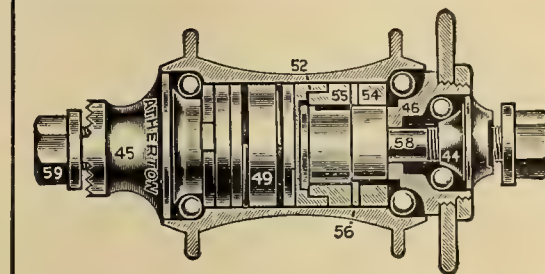
THE PIERCE CYCLE COMPANY, Buffalo, N. Y. ☐ PACIFIC COAST BRANCH OAKLAND, CAL.

The Only Real Development in Coaster Brakes Since the First One Was Produced



is the

NEW



Armless Atherton

All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

IT AVOIDS { Endwise Sliding Parts
Jamming End Strains
Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

Operated by cams and levers

IT AFFORDS { Perfect Brake
Absolutely Free Coaster
Genuine Satisfaction

Get the up-to-date coaster brake while you are about it.

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, NEW YORK

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

1910 Cleveland Bicycles

CLEVELAND BICYCLES possess style and beauty in a degree that marks them as the handsomest machines on the road. The fine frame lines, clean-cut oval rear upper stays, beautiful bell shaped hubs with spindle center, distinctive Cleveland sprocket, striking name-plate and attractive spoke finish, combine to make them the most conspicuous wheels to be seen.



1910 Cleveland Swell Special.

The 1910 Clevelands include Chainless Bicycles at \$100 and \$75; the Cleveland Swell Special at \$50; the Cleveland Cushion Frame Chain Machine at \$50; Standard Chain Roadsters at \$40; the Pope Daily Service at \$40; the Westfield Two-Piece Crank Roadsters at \$30; and Boys' and Girls' Juveniles.

Among the Improvements for 1910 are the New Spring Fork, Use of Imported Tubing, Bearings Ground by our Special Process; New Two-Piece Crank Hanger on Westfield \$30 Bicycles, New Tires, New Handlebars, New Saddles, New Grips, Steel Lined Wood Rims, etc., etc.

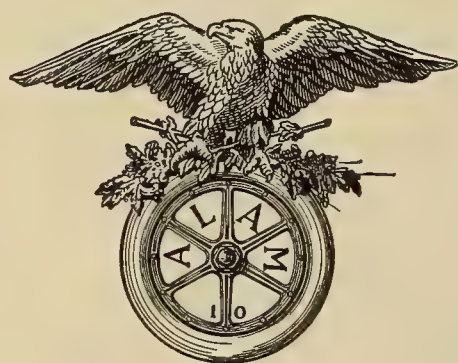
Prosperous times are increasing largely the percentage of high grade bicycle sales. You can get a good share of this desirable business if you handle the CLEVELAND.

Write us today for 1910 Catalog and Dealers' Prices

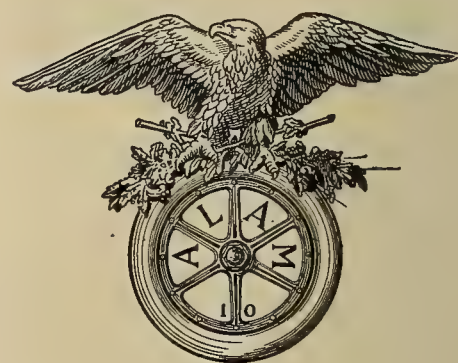
THE POPE MANUFACTURING CO., Hartford, Conn.

Tenth National AUTOMOBILE SHOW

Madison Square Garden, New York City



January 8 to 15, 1910



UNDER THE AUSPICES
OF THE

Association of Licensed Automobile Manufacturers

There will be shown a complete line of GASOLINE AUTOMOBILES manufactured under the Selden Patent, ELECTRIC CARS, COMMERCIAL VEHICLES, TAXICABS, etc. A full line of TIRES, ACCESSORIES and PARTS. The only complete

Exhibition of Motorcycles and Accessories

to be shown in New York in 1910. The following Manufacturers of Motorcycles and their Accessories will exhibit:

MERKEL-LIGHT MOTOR CO.
THE CONSOLIDATED MFG. CO.
N. S. U. MOTOR CO.
AMERICAN MOTOR CO.
HENDEE MFG. CO.
THE HERRING-CURTISS CO.
HARLEY-DAVIDSON MOTOR CO.
READING STANDARD CO.
AURORA AUTOMATIC MCHY. CO.
GREYHOUND MOTOR WORKS.
THE PIERCE CYCLE CO.

EXCELSIOR SUPPLY CO.
THE NEW ERA GAS ENGINE CO.
ECLIPSE MACHINE CO.
F. A. BAKER & CO.
ROYAL MOTOR WORKS, INC.
THE MIAMI CYCLE & MFG. CO.
EMBLEM MFG. CO.
MARVEL MOTORCYCLE CO.
RELIANCE MOTORCYCLE CO.
S. D. MFG. CO.

Long Life and Large Mileage also Safety

THE KEYNOTE OF OUR INTRODUCTION OF

Diamond

Motorcycle Tires, Casings and Tubes



A tread of heavy gauge and heavily corrugated prevents skidding and resists punctures.

Extremely tough and very flexible.

A perfectly fitting bead.

But the long and short of it is that Diamond Motorcycle Tires are on a par with Diamond Automobile and Bicycle Tires.

Can we say more?

SPECIAL CATALOG ON REQUEST

**The Diamond
Rubber Company**

AKRON, OHIO

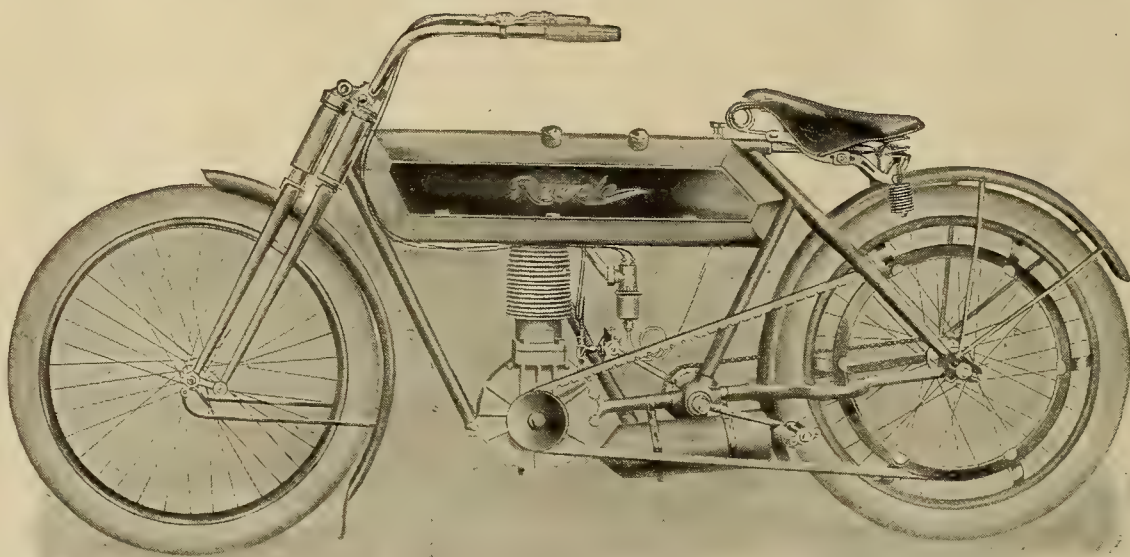


"The Armless Wonder"



YOU CAN'T AFFORD TO OVERLOOK

**4
H. P.**



**4
H. P.**

the agency for

The 1910 Racycle Motorcycle

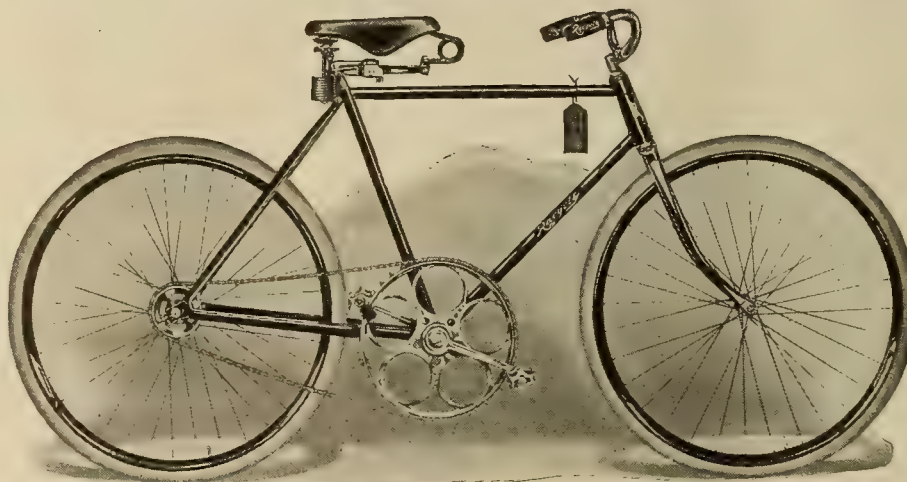
We will tell you why if you will write. Address Motor Dept.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE
Racycle

is the Best of all Bicycle Agencies and EVERYBODY KNOWS IT.

**1910
Catalog
Now
Ready**



**1910
Catalog
Now
Ready**

Ask the dealers who have the agency. We are entirely willing to leave it to them. They are our best reference. 1910 AGENCY PROPOSITION IS READY.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers.



"The Armless Wonder"



"The Armless Wonder" for Motorcycles

"The Armless Wonder" for Bicycles

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. I.X. New York, U. S. A., Saturday, December 18, 1909. No. 13

GARDEN SHOW SPACES ALLOTTED

Motorcycle Section Exceeds the Previous
Mark in Number of Exhibitors—The
Layout and Space Locations.

Announcement of the final apportionment of space in the motorcycle section of the Madison Square Garden Show, New York, which opens January 8th, discloses that the section will comprise 23 exhibits as against 19 at the previous show. The general layout of the section is the same as before, but two of the old exhibitors have required more space, three of those who formerly occupied booths on the main aisle having been located "around the corner," while the Harley-Davidson exhibit, for the first time, has been favored with a main aisle position. The exhibitors and their locations are as follows:

- 600 Merkel-Light Motor Co.
- 601 The Bicycling World.
- 602 The Consolidated Mfg. Co.
- 603 N. S. U. Motor Co.
- 604 Motorcycle Publishing Co.
- 605 American Motor Co.
- 606 Hendee Mfg. Co.
- 607 The Herring-Curtiss Co.
- 608 Harley-Davidson Motor Co.
- 609 Reading Standard Co.
- 610 Aurora Automatic Machinery Co.
- 611 Greyhound Motor Works.
- 612 The Pierce Cycle Co.
- 613 Excelsior Supply Co.
- 614 The New Era Gas Engine Co.
- 615 Eclipse Machine Co.
- 616 F. A. Baker & Co.
- 617 Royal Motor Works, Inc.
- 618 The Miami Cycle & Mfg. Co.
- 619 Emblem Mfg. Co.
- 620 Marvel Motorcycle Co.
- 621 Reliance Motorcycle Co.
- 622 S. D. Mfg. Co.

Room for Thors at Chicago Show.

Although the Aurora Automatic Machinery Co. was one of the unfortunates unable to obtain space in the motorcycle section of the Chicago show, Thor motorcycles, nevertheless, and as usual, will be in evidence at that exhibition. It transpires

that the Aurora company is a member of the Motor and Accessory Manufacturers, Inc., which is entitled to "first call" in the allotment of accessory space and because of the fact room must be made for it.

Fort Worth Dealers Get Together.

The Fort Worth Automobile and Motorcycle Dealers Association has been organized in the Texas city of that name, with the following officers: H. E. Crowley, Texas Motor Sales Co., president; R. F. Reid, Reid Automobile Co., first vice-president; E. F. Simmons, Runnels Automobile Co., second vice-president; E. R. Vernon, secretary, and R. B. Webb, treasurer.

Robinson Leaves His Old Location.

After spending 15 years at No. 8 Crescent street, H. W. Robinson, the well known Waltham (Mass.) dealer, has removed to 152 Moody street, the city's principal thoroughfare. Robinson's new location is a more favorable and spacious one.

Tennessee Dealers Makes Assignment.

S. P. Erwin, Nashville, Tenn., operating as the Nashville Bicycle Co., has made an assignment for the benefit of his creditors, Ray Morrison being named as trustee. His liabilities amount to about \$900.

Cheyenne Firm Dissolves Partnership.

The firm of Wilson & Lee, doing a bicycle and motorcycle business in Cheyenne, Wyo., has dissolved partnership, W. L. Lee retiring. The business will be continued by W. A. Wilson.

Badger Brass Increases Its Capital.

The Badger Brass Mfg. Co., Kenosha, Wis., makers of the well known Solar lamps, have increased their capitalization to \$200,000; previously it was \$50,000.

Stewart also to Sell Motorcycles.

In addition to managing the Motorcycle Messenger Service, Fred Stewart, of Indianapolis, hereafter will sell the machines. He has taken the agency for the Merkel.

CHRISTMAS BOOMS CYCLE SALES

Flood of Orders for Juveniles Swamps
Makers and Distributors—Shipping
Machines by the Truck Load.

Anyone who happens in the vicinity of 48 Warren street, New York, during the present week had cause to open wide his eyes and to wonder whether the "bicycle boom" had returned to earth. At almost any hour of the day, huge trucks piled high with crated bicycles were leaving the D. P. Harris Co.'s establishment at that address, and when the trucks were not there, the sidewalk was practically blockaded with the goods, practically all of them juvenile bicycles and rubber tired velocipedes. The sight was a revelation and spoke eloquently of the popularity of the little machines as Christmas gifts.

"We sell quite a few bicycles around Christmas every year," said Sam Munroe, the Harris manager, when he was questioned, "but I never saw anything like this in my life, and I've been in the bicycle business since I was a kid in short breeches. We haven't been able to give them to 'em fast enough. We've run short on juvenile bicycles and that truck load of 108 ball-bearing velocipedes is the last of 2,000, and the factory has no more of them; those little things are great sellers and they retail for \$15 to \$17, too. I believe we could have sold nearly twice as many if we had been able to get them. Where are they going? Most of them go to the New York and Brooklyn department stores, but surprising numbers go to various parts of the South."

In Hartford, similar conditions have prevailed, if anything on an even larger scale, the Pope Mfg. Co. have been almost literally swamped with hurry orders for juvenile bicycles, which seizing the psychological moment, the Pope company has pushed with exceptional and fruitful aggressiveness.

AEROPLANES AFFECTING DEALERS

Stroud Finds Some of Them Experimenting at Expense of Their Businesses—His View of Situation.

Whether the progress that has been made in the field of aeronautical endeavor will have any effect upon the bicycle trade is a question open to argument. That its effects will be felt is the opinion of William Richard Stroud, who is covering territory for the Iver Johnson Arms & Cycle Works; and Stroud long has enjoyed the reputation of having a level head.

"I can see trouble ahead for a number of small dealers," said Stroud, one day last week, after broaching the subject of aeroplanes. "It never struck me that the aeroplane is apt to become a menace to bicycle dealers until this trip. I'll explain just what I mean.

"You know that the average bicycle dealer in small towns is a person who has plenty of time on his hands, despite the fact that he is his own repairman, bookkeeper and office boy. As a rule he is more or less of a mechanical genius and during odd moments is prone to experimentation.

"Perhaps a stray magazine with an illustrated article on flying machines comes his way. He becomes interested and after carefully examining the diagrams, says 'That looks simple enough. Think I could build one of those myself.' Then he thinks over it and before he realizes it Mr. Bicycle Man is spending all of his spare time and some that he can't spare tinkering with planes, propellers and whatnots. As the work advances he becomes more involved and before long he is neglecting his business.

"On my last trip through New York State I found half a dozen such cases," concluded Stroud. "I don't know how it is elsewhere, and it may be that the 'fever' is restricted to this locality, and is due to the influence of Curtiss, of Hammondsport. I hope so, at any rate. In several stores I went into I couldn't find the proprietor, and when I did locate him he was in the back yard tinkering—simply frittering away his time and some money on one chance in a million of attaining success! And this when there was plenty of good money to be had right at hand selling and repairing bicycles."

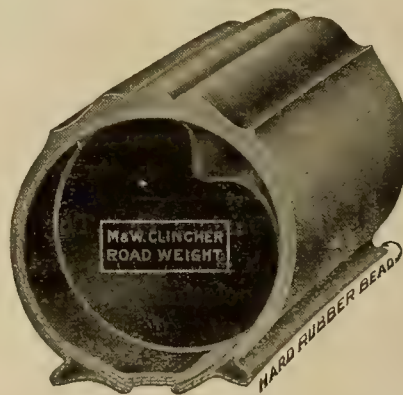
English Exports Still Going Upward.

While for the 10 months ending with last October, the British cycle manufacturers have exported 91,275 machines as against 85,699 during the same period in 1908, the value of the complete bicycles was only \$2,006,060 as against \$2,022,755 for the lesser number the previous year. The total cycle exports for the period, however, advanced from \$5,939,650 to \$6,840,625 by reason of the heavy exportation of parts, which amounted to \$4,834,565 as against \$3,916,895. Similarly with the imports for

the ten months, the total was raised by an increased trade in parts while the number of complete machines declined in number from 711 to 466, and in value from \$24,550 to \$16,655. The importation of parts was \$748,040 as against \$650,420, making the total \$764,695 as against \$674,970.

Development in Bicycle Tires.

While innovations or developments in either single tube or double tube bicycle tires appear well nigh impossible, Morgan & Wright, Detroit, Mich., have found room for something of the sort in even the "good old" detachable clincher tire. In its way, it is quite a radical development, too, being nothing less than the use of hard rubber beads for the clincher portion of the tire instead of beads built of plies of fabric, which are subject to stretching. The beads



are of a shape which has been found best for a perfect fit in the rim and their strength and rigidity is such that severe strain presents no likelihood of the inflated tire being torn from the rim. Another distinctive feature of the tire is the use of white rubber for the cover stock, for which the manufacturers claim extreme durability and resistance to wear as well as handsome appearance.

Celluloid Windshield for Tricars.

In England they finally have produced a windshield for tricars. It is made of celluloid and is attached to the passenger's seat. It swings on hinges in order to permit the passenger to get into and out of the seat. Another luxurious addition is a folding top not unlike that of a "pram" built on an enlarged scale, which completely encloses the passenger during wet weather.

Another Addition for New Departure.

The New Departure Mfg. Co. has let contracts for another large addition to its already large plant at Bristol, Conn. The addition will be a one-story structure, 70x250 feet, of brick mill construction; it will be devoted to the company's hardening operations.

New Company Formed in Georgia.

The Fulton Motor Exchange, Atlanta, has been incorporated with \$10,000 capital under the laws of Georgia, to deal in automobiles and motorcycles. J. J. Murphy, S. J. Pridgen and W. A. Sims are named as incorporators.

WEBSTER FAVORS HALF-INCH CHAIN

Elmira Man Declares It is the "Real Thing" for Bicycle Use—His Experience that Caused Enthusiasm.

"It's a great wonder to me that there are not more half-inch pitch roller chains used on bicycles," remarked Ralph D. Webster, secretary and sales manager of the Eclipse Machine Co., while he was in New York one day this week. "I don't believe any rider who ever has had such a chain will willingly use any other.

"I discovered the advantages of the half-inch roller chain several years ago," continued Webster. "Someone made me a present of one, which laid around for quite a while, or until I could have sprockets made to fit it. Then I found I liked it pretty well, but I did not become so infatuated with it until I bought a new machine. This, of course, was fitted with the standard one inch block chain and for some reason it seemed very much harder to push than the old one, and I found myself unable to take some of the hills that were comparatively easy for me on its predecessor, despite the fact that the gear was the same, 74 inches.

"At first I ascribed it to the newness of the machine, and hoped that it would get limbered up and would 'find itself' after some use. But such was not the case. Remembering my experience with the half-inch roller chain, I bought one and took off the regular sprockets and replaced them with specials that would take the ½ inch roller type. After fitting the new chain I was astonished to discover what a big difference it made. Again I was able to take the hills with ease and to travel on the level stretches with such ease and smoothness that I'm through with inch blocks 'for keeps.' In short, my experience conclusively proved to me that the ½ inch pitch roller is so superior for the transmission of the power, and in sweetness of running that I'm sorry for the fellows who use the 1-inch block."

Webster, by the way, is one of the men attached to factories producing bicycle goods who practices what he preaches. He rides a bicycle and has ridden it daily for 12 years, at least four times each day between his home and office, a daily average of nearly 15 miles.

Factory to Produce Railroad Bicycles.

Press dispatches from Toma, Wis., state that the Chicago, Milwaukee & St. Paul Railroad Co. has announced that it will build at that place a factory for the manufacture of railroad bicycles for the entire system. The plant will employ 80 skilled mechanics at the start, and is expected to be in operation by next spring. The same dispatches state that the old style hand cars are to be dispensed with, and those of the bicycle type substituted.

MAGNETO ENDS TIME-WORN EXCUSE

"Blaming the Battery" Passing Into the Realm of Things that Were—Its Passing Recalls an Example.

"Now that magnetos are coming into more general use," remarked a veteran dealer a few days ago, "I do not know what a number of the still ignorant repairmen and motorcycle 'butchers' are going to do for want of an excuse that heretofore they have used for all troubles, of whatever nature. Nine times out of ten, repairmen of this kind, when a machine was brought to them with engine trouble, which was not readily detected, would gravely decide that the batteries were dead and that new ones should be put in. In fact, 'blaming the battery' used to be so common that it became almost a standing joke.

"I think 'the limit' in that line happened to an old bicycle rider who bought a motorcycle when they were first becoming popular. He was a typical greenhorn and knew as much about engines as a cat knows of airships. But he had been warned that above all things he must give the motor plenty of oil, and to be on his guard against overheating. On his first ride of any length he became alarmed when he felt the warmth of the engine radiating against the sides of his legs. He got off and let the engine cool and gave the cylinder a heavy dose of oil, and every time he felt the heat he would repeat the process, until he had that motor so full of oil it refused to run. When he pushed the machine to a repairman to see what was the matter, the latter promptly declared that a dead battery was the whole trouble, for, of course, oil was everywhere and no spark was possible. When new batteries failed to fix the trouble the owner disposed of the machine and has never ridden a motorcycle since. This may sound like a tall yarn, but it's gospel truth, every word of it. I knew both the rider and the repairman, and knew them well."

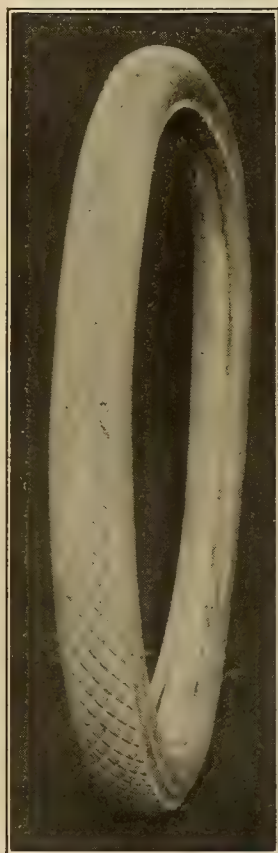
For Locating Knocks in Motors.

For locating knocks and pounds in the motor a favorite recommendation is the use of a bicycle spoke, or even a lead pencil, one end of which is held between the clenched teeth while the other is pressed against one point and another until the exact location of the fault has been discovered. In the principle which is involved, a Philadelphia genius has recognized a striking similarity to the physician's stethoscope, by means of which the condition of a patient's heart and other vitals may be investigated without the formality of excavating in order to gain direct access to them. The result is an instrument of hardly less formidable appearance and an even less soothing name, in the "Auto-Phonendoscope," which is to the ailing motor exactly what the stethoscope is to the sick man,

an exceedingly handy and exact little trouble finder. It comprises a small, rubber-footed sounder or feeling rod which is directly connected to a round casing containing the diaphragm. From this box also extend two rubber tubes, which are topped with ear pieces. With all external sounds shut out by the ear pieces, and the inquisitive finger of the device pressed against the outside of the motor, it is possible to obtain a remarkably exact notion of what is going on inside it that is beyond the range of the ordinary senses unaided.

Features of Ajax's Motorcycle Tire.

That some very fine technical points and considerations are involved in the construction of a motorcycle tire of the non-skid



type is revealed in the reasons advanced by the Ajax-Grieb Rubber Co., of New York City, for espousing the more or less unusual type of tread in the new Ajax motorcycle tire which finally has made its appearance after a long period of development at the Ajax factory. As shown in the accompanying illustration, the motorcycle tire has the same diamond-shaped raised rubber studs that have been made a feature of the company's non-skid motor car tires. The raised parts are 3-16 of an inch in depth, arranged diagonally across the tread and placed sufficiently far apart to prevent squeezing and flattening into a smooth surface when under weight and in contact with the road. The quadrilaterals on the tread point in the direction in which they run, it being claimed that under this arrangement they offer less resistance and wear less than other shapes. The new tire is extra heavy, the 2½ inches size having five plies of fabric and an exceptionally heavy breaker strip between the inner pliable rubber cushion and the tough outside layer.

UPSET OF A VALVE TIMING THEORY

Experiments that Prove Value of Practice Opposed to Popular Notions—How the Advantage is Secured.

Because theory and practice sometimes appear to be thoroughly divorced from one another, it is pretty hard to get out of the rut merely on the strength of someone's idea that the usual way of doing a thing is not the best way of doing it. This is particularly true of gas engine construction where it is often much easier to "work things out" than it is to study them in advance. One case where really practical results have been obtained with nothing but theory as a starting point, however, is in the timing of the valves. As recently told by the *Bicycling World* a great deal of study has been devoted to this matter within a short time, particularly on large motors; and, in connection with elaborate theoretical conclusions, most astonishing results sometimes have been obtained.

For example, with certain types of automobile motor, it has been found advantageous to have both inlet and exhaust open at the same time, though for a very brief instant as a matter of course. Contrary to first impression, where the design is such as to justify this unusual procedure, there appears to be no tendency for the live gas to pass through to the exhaust, and no loss of volume in the incoming charge, nor less of compression. On the contrary, test results point to a decided gain in power, though occasionally with a small loss in consumption.

Briefly, the philosophy of the thing is that under certain circumstances, if the exhaust valve is left open after the piston has reached the top of its stroke the very inertia of the waste gas is sufficient to cause that which remains in the compression space to continue flowing out of the cylinder. Where this effect is sufficiently strong, the effect is to produce a very slight suction, such that if the inlet valve is opened in advance of its normal point an extra amount of gas is drawn into the cylinder. The general effect of "overlapping" the valve action thus is to produce a partial scavenging effect and increases the quantity of gas inducted during the suction period, though by very small amounts.

Biggest Shipment of Motorcycle Tires.

What is believed to be the largest single shipment of motorcycle tires ever made just has reached the Hendee Mfg. Co. The shipment comprised a full carload of G & J tires from the Indianapolis factory.

Automobile House Adds Motorcycles.

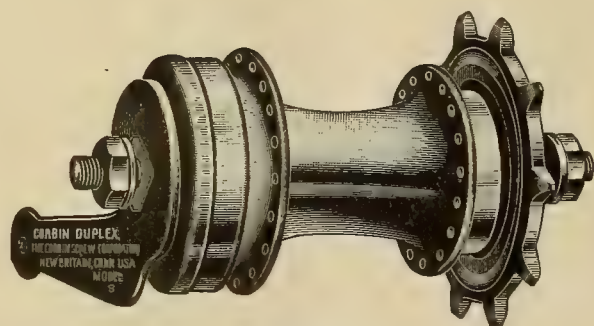
The V. R. Hall Automobile Co., 1613 Euclid avenue, Cleveland, Ohio, has taken on a line of motorcycles. L. B. Hall will manage the new department.

Like many others,

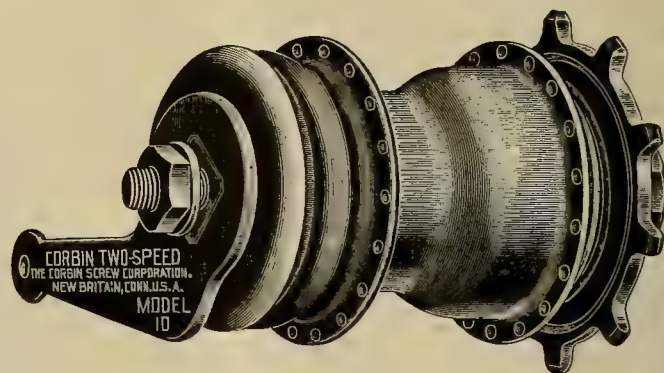
ANOTHER YEAR IS PASSING INTO HISTORY

as a year of

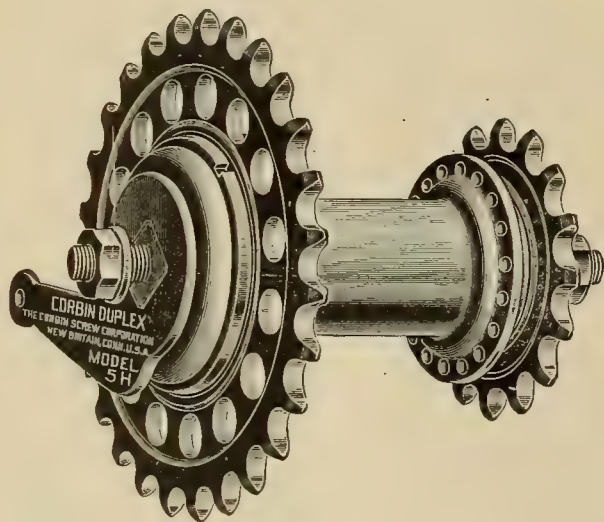
Corbin Satisfaction



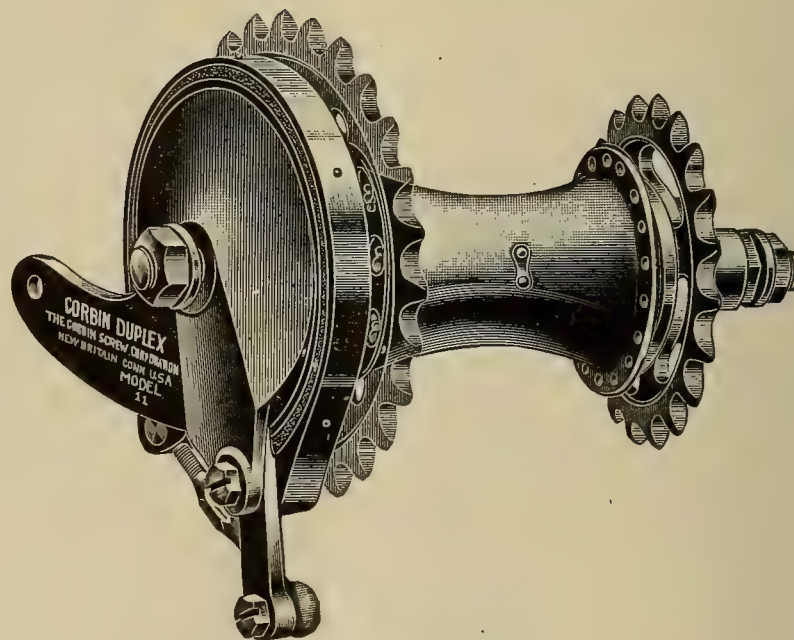
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NEW BRITAIN, CONN.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD MOTORCYCLE REVIEW

FOUNDED 1877

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Address us at P. O. Box 649.

NEW YORK, DECEMBER 18, 1909.

The Madison Square Garden Show Numbers of the Bicycling World and Motorcycle Review will bear dates January 1st and 8th. The former will contain a forecast of the exhibits and the latter detailed and illustrated descriptions of all of the motorcycles displayed.

The Benefits of Competitive Events.

Mr. A. H. Hyde, who, so to speak, "returns to the attack" on the F. A. M., overlooks several pertinent facts, chief of which is that all national organizations are composed of many men of many minds. While the element of sport, or its government, may hold no interest for Mr. Hyde and others, it probably is as true that there are as many more to whom it is of keenest interest. Certainly, the government of the sport is very much a proper duty of the F. A. M., and any member, however disinterested in racing, who in a year's time cannot obtain more than one dollar's worth of laughter from the fashion in which it is being governed by the gentleman who, for \$10 per week, is lending his "judicial mind" to the purpose, lacks ability to appreciate mirthful entertainment.

If it appears that competitive affairs attain too much prominence, it is well to bear in mind that it is due to the "human-inter-

est" and "news value" that attaches to them. They are occurring continually; they constitute the "live news" and the matters of record to which the public prints perforce give space. Matters affecting legislation and highway improvement, however vital to those immediately concerned, and however far reaching, are not constantly occurring, and save in exceptional instances they make rather "dry reading." Indeed, it frequently is the case that desired ends are best or easiest attained by absence of talk and publicity. Competitive events, on the other hand, may be said to be of a pyrotechnical nature; they command notice. For that reason, and apart from the real reasons for its existence, the competitive department of the F. A. M. constitutes its publicity or advertising department—a department which constantly is bringing motorcycles to public notice. Its value is not to be minimized.

It is a matter of history that when in response to the urgings of false prophets and demagogues, the L. A. W. relinquished control of the sport of cycling, dry rot set in. Those who urged it, exactly as Mr. Hyde now urges the F. A. M., hurraed for a diet of legislation and good roads; they declared that when this food was served up the "best people" of the country, who would have nothing to do with a "sporting organization," would fall over themselves in the effort to obtain membership; they maintained that the L. A. W. would grow, grow, grow, and when it heeded these urgings, it did grow—smaller, and smaller, and smaller. It ceased to radiate public interest and to figure in public affairs or public prints. When the L. A. W. relinquished control of racing, it eliminated its advertising department and bowed itself out of the public eye.

The motorcyclists whom Mr. Hyde quotes as stating that the F. A. M. had done no good for them plainly did not know what they were talking about. Presumably, like Mr. Hyde himself, they are New Yorkers and were they at all informed, they must have known that the fact that they had not been compelled to pay for the right to ride their motorcycles and were not displaying receipts in the form of numbered tags, and were able to go about without fear of Special Sessions and its heavy fines and imprisonment, were benefits which they enjoyed and which the F. A. M. obtained for them. For until six years ago, they were subject to the automobile law; the F. A. M. got them out of it and kept them out of it ever

since. If the skeptical and questioning motorcyclists reside in New Jersey or Connecticut, to go no further, they enjoy reduced fees and small tags and other benefits, all obtained by F. A. M. effort; and after January 1st, if they visit or live in Pennsylvania, they will enjoy similar advantages, the long struggle to obtain which was inaugurated, if it was not officially completed, by the F. A. M. The average motorcyclist has small idea, if any, of the legislative achievements of the F. A. M., and usually it is the case that he does not care. He enjoys the advantages and he cares little, if at all, how or by whom they are obtained.

That the F. A. M. should pay more attention to the promotion of touring and to the issuance of road books and road maps and the designation of repair shops is undoubted. A good start in that direction already had been made when it was interrupted by the election to office of a human skyrocket, who went up and come down and who left after him nothing more definite or more valuable than a skyrocket's trail.

The foundation and superstructure for most of the work which Mr. Hyde suggests already exists, and given even half the assistance they deserve, the present worthy president of the F. A. M. and the tireless and even more aggressive and persistent vice-president of the Eastern District, will be able to build to splendid and notable achievements. But they absolutely require and the organization requires, the "life" and advertising advantage that comes of the government of the sport, let who will say what they may.

There surely must be something lacking in the dealer who has not booked orders for juvenile bicycles for Christmas delivery or who has no sales of the sort in prospect. From personal inquiry and from reports that reach us there never was a time when bicycles as Christmas gifts were more popular and when, figuratively, more children were crying for them. There is one more week in which the dealer may seek such desirable mid-winter trade and it is the week in which the hardest licks should be expended; the home and the school both offer the opportunities. If a little of the greenery and tinsel or other holiday decoration, which now is available at such modest prices, be used to advantage in the show window, it will not injure the dealer's reputation as a merchant and will serve to assist the end in view.

MEMORIAL FUND NEARING \$2,500

Big Subscription Comes from Col. Pope's Boston Friends—More Clubs and Veteran Cyclists on Honor Roll.

The fund for the erection of a memorial to the late Co. Albert A. Pope took another big spurt this week, the subscriptions received amounting to \$272, which makes the total in hand \$2,393.60.

The largest subscription, one of \$200, came from several intimate personal friends of Col. Pope, who desire to be known simply as "Friends in Boston." Another subscription from Boston, one of \$5, was received from James A. Quigley, who has spent 23 years in the service of the Pope family and who desires to be identified with the movement to honor the memory of his departed master.

The Kokomo Rubber Co., Kokomo, Ind., added \$25 to the fund and two more subscriptions came from St. Louis, the St. Louis Cycling Club adding \$1 to the \$57 previously contributed and C. H. Gray, manager of the Goodyear Tire & Rubber Co.'s St. Louis branch, forwarding \$5 for the memorial, which he "heartily favors." Mr. Gray was at one time in the employ of the Pope Mfg. Co. L. J. Berger, now of Chicago, but who in the '80's was a resident of St. Louis and one of the earliest cycling writers, contributes \$5. Frank M. Dampman, another old timer who made his mark as a road racer, added a like sum to the fund, as did Harry A. Gliesman, the New York dealer.

Two more cycling organizations also were heard from, members of the Empire City Wheelmen, of Brooklyn, contributing \$16, and the New Jersey Division of the Century Road Club of America, through Centurian Leuly, adding its name and \$5 to the roll of honor.

The subscriptions to date are as follows:

Bicycling World Co., New York.....	\$100.00
John S. Leng's Son & Co., New York	25.00
Will R. Pitman, New York.....	5.00
St. Louis Cycling Club, St. Louis, Mo.	58.00
R. F. Kelsey, New York	10.00
R. G. Betts, New York	20.00
J. J. O'Connor, New York	2.00
A. C. Church, Englewood, N. J.....	5.00
Miss F. A. Clark, Hartford, Conn....	2.00
F. B. Widmayer, New York	5.00
Elliott Mason, Westfield, N. J.....	10.00
Consolidated Motorcyclists, Inc., Keene, N. H.	10.00
Original employes of Hartford Rubber Works Co., per E. H. Brandt—	117.00
Present employes of Hartford Rubber Works Co.	12.00
Persons Mfg. Co., Worcester, Mass.	100.00
F. P. Prial, New York	10.00
James Joyce, New York	25.00
W. J. Morgan, New York	5.00
Amos Shirley, New York	10.00
Eclipse Machine Co., Elmira, N. Y..	10.00
R. D. Garden, New York	25.00
D. J. Post, Hartford, Conn.....	25.00
L. M. Wainwright, Indianapolis.....	25.00
John C. Wetmore, New York	10.00
Emil Grossman, New York	10.00
Hearsey-Willis Co., Indianapolis....	10.00
F. A. Baker & Co., New York.....	10.00

B. F. Goodrich Co., Akron, O.	25.00
John S. Prince, Springfield, Mass....	5.00
W. H. Crosby, Buffalo, N. Y.	10.00
S. A. Miles, New York	25.00
Great Western Mfg. Co., Laporte, Ind.	5.00
Henry Goodman, New York	5.00
James E. Sullivan, New York.....	10.00
Motorcycle Pub. Co., New York....	10.00
A. J. Musselman, Chicago	5.00
F. J. Wagner, New York	10.00
Burley B. Ayres, Chicago	5.00
Diamond Rubber Co., Akron, O. ...	25.00
G & J Tire Co., Indianapolis	25.00
Robert Bruce, Clinton, N. Y.....	5.00
Officials, office employes and traveling men Pope Mfg. Co., Hartford.	383.00
Employes Pope Mfg. Co., Hartford factory	326.60
Continental Rubber Works, Erie, Pa.	25.00
A. G. Batchelder, New York.....	10.00
Hendee Mfg. Co., Springfield, Mass..	25.00
Alexander-Seewald Co., Atlanta, Ga.	10.00
Emblem Mfg. Co., Angola, N. Y.....	10.00
C. T. Kilbourne, New York.....	5.00
New Departure Mfg. Co., Bristol, Conn.	100.00
Theodore F. Merseles, New York ..	25.00
A. D. Peck, Boston, Mass.	5.00
W. D. Wilmot, Fall River, Mass....	10.00
Century Road Club of America.....	10.00
Fred E. Mommer, New York	5.00
John H. Valentine, New York	10.00
Walthour & Hood, Atlanta, Ga.	10.00
Badger Brass Mfg. Co., Kenosha, Wis.	10.00
A. L. Garford, Elyria, Ohio	100.00
Frederick G. Bourne, New York.....	10.00
Fisk Rubber Co., Chicopee Falls, Mass.	25.00
The Standard Co., Torrington, Conn.	25.00
E. G. Robertson, Baltimore, Md....	1.00
Harry W. Turner, Manchester, Eng.	1.00
Kirk Munroe, Coconut Grove, Fla..	5.00
Joseph Goodman, Hartford, Conn..	25.00
Ralph Temple, Chicago	10.00
Dai H. Lewis, Buffalo, N. Y.....	10.00
C. E. Peterlin, Grand Rapids, Mich..	15.00
Arthur N. Jervis, New York	5.00
S. Wallis Merrihew, New York.....	5.00
A. Schrader's Son, Inc., New York..	15.00
Charles E. Miller, New York	10.00
W. W. Stall, Boston, Mass.....	10.00
Century Road Club Association	15.00
American Wood Rim Co., Onaway..	25.00
Fred C. Gilbert, Detroit, Mich.....	5.00
Kokomo Rubber Co., Kokomo, Ind..	25.00
Friends in Boston, Mass.....	200.00
James A. Quigley, Boston, Mass....	5.00
Empire City Wheelmen, Brooklyn, N. Y.	16.00
L. J. Berger, Chicago, Ill.....	5.00
Century Road Club of America, New Jersey Division	5.00
Frank M. Dampman, New York.....	5.00
H. A. Gliesman, New York	5.00
C. H. Gray, St. Louis	5.00

Appoint Local F. A. M. Commissioners.

In line with the policy of C. C. Wilber, presiding vice-president for the F. A. M. Eastern District, most of the State Commissioners now are busying themselves in building up staffs of local commissioners, to each of whom certificates of appointment are issued. The appointments to date are as follows:

By A. G. Schmidt, Commissioner for Pennsylvania—Wilkes-Barre, B. F. Conner; Mount Hope, John Hull; Altoona, Abe Cohen; Harrisburg, E. L. Watson; Carnegie, E. J. Kuenzig; Erie, C. H. LeJeal; Pottstown, John Mayo; Johnstown, W. H. Cullers; Philadelphia, Alex Klein; Pittsburg, L. M. Johnson; Greensburg, A. P. Knight;

COMING EVENTS

December 21, Los Angeles, Cal.—Los Angeles Motorcycle Club's race meet at Ascot Park track; open.

December 27-January 1, Newark, N. J.—Eight hours a day six days race in Essex Troop armory.

December 31, New York City—Prospect Wheelmen's fourth annual New Year's Eve midnight race to City Island and return; open.

January 8-15, New York City—Motorcycle section, Association of Licensed Automobile Manufacturers' tenth annual show in Madison Square Garden.

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

March 2-3, Keene, N. H.—Consolidated Motorcyclists' second annual bicycle and motorcycle show.

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

Reading, H. C. Becker; Lancaster, H. R. Williams; Hyde Park, John M. Cline; Allentown, Lloyd G. Taylor.

By H. C. Dean, New Hampshire Commissioner—Newport, F. E. Bronson; Winchester, Glenroy W. Scott; Marlboro, Fred C. Lewis; Swanzey, Leander Page; Hinsdale, C. E. Cramer; Dover, Ralph L. Kimball.

By W. F. Mann, Massachusetts Commissioner—Springfield, E. B. Mayforth; Worcester, Ira C. Coombs; Greenfield, H. C. Wing; Needham, John McDowell; Malden, Arthur E. Morton; Beverly, J. F. Kilham; Cambridge, W. L. Potter; Marlboro, R. F. Leonard; North Attleboro, J. G. Jewett; Fall River, J. W. Newton; Orange, G. M. Pratt; Northfield, J. W. Barber; Warwick, J. M. Harris.

By E. M. Estabrook, Commissioner for Maine—Machias, H. O. Templeton; North Anson, A. C. Williams; La Grange, L. G. Snell; Brewer, Adolphe Beaupre; Bangor, Ralph E. Bicknell; Bethel, Irving L. Carver; Hermon Pond, Elton F. Chapman; Hebron, E. C. Teague.

More Honors for Pneumatic's Promoter.

Not only is Harvey Du Cros, the English promoter who made millions out of the Dunlop pneumatic tire, being honored by the British trade to the exclusion of the actual inventor of the tire, John Boyd Dunlop, but foreign governments as well have supplemented his recent gift of a "solid silver gilt casket" from his confreres by bestowing decorative honors upon him, while apparently quite overlooking Dunlop himself. The King of Spain has conferred on Du Cros the Order of Isabella la Catholica, while the French government has given him the Cross of the Legion of Honor.

SIX DAYS' BRILLIANT FINISH

Rutt and Clarke Top Off Their Victory with a Match Race—Fogler "Buffalos" Walthour—Sidelights on the Big Grind and Its Aftermath.

The Final Scores.

The scores and order in which the teams finished at the end of the six days bicycle race (142 hours) were:

	Miles.	Laps.
1 Rutt-Clarke	2,660	1
2 Root-Fogler	2,660	0
3 Walthour-Collins	2,660	0
4 Hill-Stein	2,660	0
5 Halstead-Hehir	2,659	9
6 Mitten-West	2,659	9
7 Lawson-De Mara	2,659	8
8 Georget-Georget	2,659	6
9 Anderson-Vanoni	2,631	5

The record for the race (142d hour, 10 p. m.) is 2,737 miles 1 lap, made by Macfarland and Moran in 1908.

As all the world now knows—at least that portion of it interested in bicycle racing—Walter Oscar Rutt, of Germany, and Adolphus John Clarke, formerly of Australia, won the 17th annual six days bicycle race which finished in Madison Square Garden, New York City, Saturday night last, 11th inst. There was no contest for first position, the reconstructed team of Rutt and Clarke finishing one lap ahead of the next nearest teams, having covered in the 142 hours of riding 2,660 miles 1 lap, which was 77 miles slower than the record made last year by Macfarland and Moran.

As there were three teams tied for second money, a mile sprint was held to decide the final positions and it resulted in Root and Fogler securing second place, Walthour and Collins third position, and Hill and Stein fourth money. The teams of Halstead and Hehir and West and Mitten were tied for fifth money, and the former won the sprint that decided the tie. The Georget brothers, of France, finished seventh, Lawson and De Mara eighth, and Anderson and Vanoni ninth. These were the only survivors of the 17 teams that started in the contest Sunday night, December 5th.

From the time that Rutt and Clarke gained a lap upon the field 16 hours before the finish, it was a foregone conclusion that this team would win in a walk, and for that reason the finish was robbed of considerable interest. There was not the tie that has marked nearly every other six days contest and it was the first time in the history of the race, by the way, that an American team did not figure in the finish.

While the gaining of a lap over the field by Rutt and Clarke may have affected the attendance on the last night it was not noticeable to any great extent. The Garden was jammed hours before the finish at 10 o'clock, the crowd being attracted by the same mysterious power that always has drawn and will continue to draw people to a six days bicycle race. Perhaps they came

solely with the expectations of seeing some of the other teams gain a lap and thereby place themselves upon an equal footing with Rutt and Clarke, but if so, they were doomed to disappointment. Not only were the great German and the equally famous little Australian able to hold the advantage gained, but they might, had they so chosen, lapped the field a dozen times. Truly, Rutt and Clarke constituted the greatest combination that ever was seen in a six days race and this is not the opinion of a casual observer, but the voice of riders, trainers and spectators alike.

The 142d hour was up at exactly 10



WALTER RUTT

o'clock, and the shrill whistle of the referee was the signal for all the teams to stop riding. Then it was announced that because of the absence of a tie for first place, Rutt and Clarke would ride a mile match. The announcement was greeted with a burst of applause that seemed to shake the Garden, for the crowd realized that a greater treat was in store for them than would have been possible had there been a tie.

When Rutt and Clarke appeared on the track looking as fresh and dandy in their silk jerseys as though they had not been riding the whole week, the crowd gave them a great hand. Some admirer of the team had sent a huge box of American Beauty roses with stems taller than little

Clarkie, and to show their appreciation of the splendid gift, Rutt and Clarke rode one lap, each carrying a bouquet, before getting ready for the match. The pair got away to a rolling start with the gun pop, Rutt slightly in the lead. The big German rode slowly five laps, when Clarke surprised him with a jump, unwinding rapidly. At the bell the Australian led by three-quarters of a length, and going like a rocket; at that moment Rutt did not appear to have a chance. At the beginning of the turn into the homestretch Rutt, however, made a brilliant attempt to pass, but Clarke held him off until the straight was reached. Then, in a magnificent burst of speed, Rutt reached the Australian's side, and by a herculean jump in the last five yards, put his front wheel across the black tape line four inches in advance of that of Clarke. It was so close that two of the five judges thought it a dead heat. The time was 3:16. Quite a lot of money changed hands as a result of the match.

As the teams of Fogler-Root, Walthour-Collins, and Hill-Stein were tied for second position, the customary match was called, the first-named of each team representing it in the sprint. In the draw for positions in a rolling start, Hill drew first, Walthour second and Fogler last. Walthour allowed Fogler to get around him before the actual start, while Hill came up on the outside and pocketed Walthour. In the second lap Walthour managed to get around Fogler, but was passed in the next circuit and from then until the finish did not have a chance. It was plain to all who saw the match that Fogler had Walthour worried. Just before starting Fogler took a long drink of champagne and remarked to a bystander, so that Walthour could hear it:

"If I don't beat this fellow, I'll never ride a bicycle again. Easy? Why, Walthour never was a bicycle rider."

Doubtless were Fogler asked to explain some of the theories of psychology he would be at sea, but in a dim, unpositive sort of way, he seemed to realize Walthour's weakest point—his vanity, and he attacked it with ridicule. Walthour was a beaten man before he ever got upon his bicycle. Once or twice he attempted to go around Fogler, but the big Brooklyn rider simply laughed at Walthour and won by 1½ lengths, while Hill lost to Walthour by only three inches. Walthour characteristically accused Fogler and Hill of being in a combination to defeat him, but there was never a semblance of unfairness upon the parts of either Hill or Fogler. It was as clean a three-man match as could be desired. The time was 2:24¾.

The only other tie to be decided was that between the teams of Halstead-Hehir and West-Mitten for fifth money. West was not in physical condition to give Hehir a worthy battle and the latter won by a half wheel after leading all the way, the time being 3:24.

After that the crowd filed into the night, and the race of 1909 became history.

SUMMARY OF NEW YORK SIX DAYS RACE, DECEMBER 5 TO 11.

Pos.	Team.	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
		12 hrs.	24 hrs.	36 hrs.	48 hrs.	60 hrs.	72 hrs.	84 hrs.	96 hrs.	108 hrs.	120 hrs.	132 hrs.	142 hrs.
		M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.
1	Rutt and Clarke							1,646.6	1,871.3	2,071.6	2,283.1	2,470.6	2,660.1
2	Fogler and Root	268.0	516.4	739.2	976.8	1,202.9	1,439.8	1,646.7	1,871.3	2,071.6	2,283.1	2,470.5	2,660.0
3	Walthour and Collins	268.0	516.4	739.2	976.8	1,202.9	1,439.8	1,646.7	1,871.3	2,071.6	2,283.1	2,470.5	2,660.0
4	Hill and Stein	268.0	516.4	739.1	976.7	1,202.8	1,439.7	1,646.7	1,871.3	2,071.6	2,283.1	2,470.5	2,660.0
5	Halstead and Hehir										2,283.0	2,470.4	2,659.9
6	West and Mitten	268.0	516.4	739.2	976.8	1,202.9	1,439.7	1,646.6	1,871.2	2,071.5	2,283.0	2,470.4	2,659.9
7	Lawson and De Mara	268.0	516.4	739.2	976.8	1,202.9	1,439.8	1,646.7	1,871.2	2,071.5	2,283.0	2,470.3	2,659.8
8	E. and L. Georget	268.0	516.4	739.1	976.7	1,202.8	1,439.6	1,646.5	1,870.9	2,071.5	2,282.9	2,470.2	2,659.6
9	Anderson and Vanoni	268.0	516.4	739.1	976.7	1,202.8	1,439.7	1,646.6	1,871.1	2,071.5	2,283.1	2,469.7	2,631.5
	Pye and Hehir	268.0	516.4	739.2	976.8	1,202.9	1,439.8	1,646.7	1,871.3	2,071.6	¹¹		
	Halstead and Lawrence	268.0	516.4	739.2	976.8	1,202.9	1,439.8	1,646.7	1,871.3	2,071.6	¹⁰		
	Cameron and Krebs	268.0	516.4	739.2	976.8	1,202.9	1,439.7	1,646.6	1,871.0				
	Germain and Carapezzi	268.0	516.4	737.1	973.9	1,125.3	1,353.8	1,556.5	1,750.0	*			
	Macfarland and Clarke	268.0	516.4	739.2	976.8	1,202.9	1,439.8						
	Rutt and Stol	268.0	516.4	739.2	976.8	1,202.9	1,439.8	*					
	Galvin and Keegan	268.0	516.4	739.2	976.8	1,202.8	1,439.6	*					
	Shirley and Germain	267.9	498.9										
	Cuniolo and Carapezzi	268.0	516.4										
	Bardgett and Logan												
	Wiley and Drobach												

¹ Out at 64.3 miles because of Wiley's dislocated shoulder.

² Out at 263.7 miles because of Logan's broken collar bone.

³ Cuniolo retired at 532 miles.

⁴ Shirley retired at 500 miles.

⁵ Out at 1,434.2 miles because of Keegan's illness.

⁶ Stol withdrew at 1,573.4 miles; water on knees.

⁷ Macfarland withdrew at 1,634.4 miles; broken finger.

⁸ Declared out at 1,763.2 miles by referee.

⁹ Declared out at 1,929.7 miles by referee.

¹⁰ Lawrence withdrew because of swollen knee.

¹¹ Pye out with broken collarbone.

Sidelights and Reflections of the Six Days Race

It was an interesting race from all points of view. Some of the favorites proved sorry disappointments, while on the other hand the plucky exhibitions of the lesser known riders stand out with vividness. There were others who had hard luck through no fault of their own. Wiley and Logan unfortunately were eliminated by mishaps, and their respective partners, Drobach and Bardgett, who were riding better than ever before, were perforce counted out. Cameron was handicapped by a team mate not nearly so good as himself, while Galvin had to step out and watch the other riders go by because Keegan, his partner, became ill. Shirley, the Englishman, Germain, the Frenchman, and Cuniolo and Carapezzi, from sunny Italy, might just as well have been left on the other side. They did not help the race except, perhaps, to afford amusement; there are a number of cheaper clown riders right here in America.

Every six days grind produces its heroes. In truth, there is no better analyzer of calibre than a six days grind. It develops the weak points in a rider, not only in respect to his riding ability, but his character as well. Were a medal to be awarded to the pluckiest rider in last week's grind, no one could dispute the claim of Percy O. Lawrence. The little Californian is so slight, so young, that it seemed a pity to allow him to participate in such a nerve racking contest. He would better be in school. But despite his apparent frailty, Lawrence has strength in his spider-like legs and he exhibited it until a knee, weakened in a 24 hours race a couple of years ago, began to pain under the arduous going. But did Lawrence whimper and insist upon Halstead, his partner, doing the larger share of the riding? Not he! Lawrence would come out and be lifted upon his bicycle

when the pain in his knee was so great that he had to be carried up and down stairs from his training quarters. He probably would have been in the race at the finish, had he not withdrawn to give his partner a stronger mate in Hehir, when Pye was put out with a broken collar bone. "He is the gamest little kid I ever saw in my life," said Al Halstead to the Bicycling World man, and that expression from one's stable mate is an eulogy that scarcely can be fully appreciated by the layman.

Hill and Stein is a team that deserves a great deal of credit for finishing as well as they did. Hill was the sensation of last year's race and in the intervening twelve months he has improved greatly. Stein was not as fast and several times might have lost laps but for Hill's timely assistance, but he had plenty of grit. Mitten and West are another pair who deserve a great deal of credit for finishing. It was West's first six days race, as it was Stein's. Collins also was a real surprise and his bird-like legs always had sufficient speed in them to keep up with the leaders. Collins was the most good natured rider on the track, and always had a smile for everyone. Likewise was he popular with the fair sex.

The real disappointment of the race was the team of Lawson and De Mara. If the truth be told, De Mara, since every one patted him upon the back for his excellent showing last year, seems to have been laboring under the affliction of a more or less developed case of exaggerated ego, and such a malady does not help any athlete. At any rate De Mara did not ride as well as was expected of him. Lawson is a hard man to get along with, as is well known, and it may have been the apparent lack of co-operation and harmony within

the camp that was responsible for the poor showing of this team. They did not work together like Root and Fogler, Rutt and Stol, Halstead and Lawrence, and others.

Root was the same old war horse, but to those who have watched his notable progress since he started riding, Joe Fogler seems to have reached his zenith as a six days rider. It may not be so, and every one hopes not, but Fogler was not the aggressor he was two years ago. There were flashes of his old time fighting spirit, but for the most part Fogler was content to let others do the "jamming." By the way, for throwing Clarke on the last day, an act which he claims was unintentional, Root has been fined \$50 by the National Cycling Association. When Fogler relieved Root in a sprint, Root slowed down and caused Clarke to fall, as well as himself.

The wealthy fool who doesn't know how to spend his money and who used to offer crisp \$100 bills to whoever would attempt to gain a lap, did not answer the roll call this year. One of him was discovered, but he wanted too much for his century note.

No one except those directly concerned ever has known, or ever will know, the profits of the week. Suffice it to say that Messrs. Powers and Pollock, the promoters, made sufficient to buy their winter's coal. When pressed for attendance figures Pollock stated that he did not know, but thought the total number of persons who saw the race would reach 110,000.

As usual, Madison Square Garden harbored most of the unjailed crooks in the city during the hours when honest folk are supposed to be in bed, but the restraining influence of hundreds of "Pinkies" and

regular detectives asserted itself. One morning there was some disorder when two pugilists got into an altercation which ended when some one fired a toy pistol, the bullet marking one of the belligerents. As this was the only serious trouble of the week the race just concluded was a Sunday school picnic compared with some of the former contests.

The general admission fee of 50 cents was raised to \$1 a day earlier than usual—on Wednesday, to be exact—so it is readily seen that there was a tidy sum for the promoters. The permanent guests, those persons who come in Sunday night and attempt to stay the week without paying more than one admission fee, were roused from

these lax moments was to arm himself with a siphon of seltzer and squirt the fluid on sleepers in the boxes surrounding the track. Not all of the persons thus rudely awakened from their slumbers took it kindly, but one aroused slumberer added humor to the incident by asking De Mara to pass the whiskey, too. The kiddies in the gallery had their fun by tearing newspapers into confetti and releasing it over the less for-

Some time ago Dr. Cartax, of Paris, in a long paper, showed how this asphyxia can be relieved by the inhalation of pure oxygen, and since that time several athletes have experimented with its use. The sportsmanship of its use remains to be settled in the high court of athletics.

A great many wondered at the presence of Mrs. Isaac L. Rice, in one of the boxes night after night. Be it known to those not already acquainted with Mrs. Rice and her work that she is the leader of the anti-noise crusade, and that to her a pin drop is as noisy as a flat wheeled car to others. Just why she should seek the Garden, a pandemonium of noise, and apparently enjoy herself was a mystery to some of the



EDWARD F. ROOT

their bunks as early as Tuesday night. Usually the housecleaning takes place Thursday.

A great many people wondered why Anderson and Vanoni fell so far behind on the last day of the race. The secret was divulged by Anderson himself. It seems that a downtown firm of merchant tailors had offered a suit of clothes to each member of the last team to finish. The Georget brothers wanted the clothes, but Anderson and Vanoni also had cast covetous eyes at the new duds, and the doubtful distinction of finishing last went to Anderson and Vanoni; likewise did the clothes.

In the early hours of the morning, when the pace slowed the riders had fun with the spectators and between themselves. Clarke amused himself and others by riding around the track with a false nose and moustache, and one morning he managed to get hold of Actor Corse Payton's antiquated silk hat. The combination was side-splitting. Walter De Mara's favorite pastime during



A. J. CLARKE

tunate holders of higher-priced seats beneath them.

One of the clerks of the course, who once was an undertaker, tried to get in the good graces of Senator Timothy D. Sullivan. "Big Tim" fired the pistol which started the race Sunday night, and the clerk had the empty cartridge shell gold plated and made into a watch charm which he presented to Mr. Sullivan later in the week. Some one was mean enough to remark that the official was seeking for a soft political job.

Last year Macfarland and Moran tried oxygen as a revivifier. This year the only tank of bottled breath was discovered in the camp of Root and Fogler. Whether the faintness which attends prolonged exertion, due to the phenomena of respiratory combustion no longer taking place under normal conditions, can be relieved by the inhalation of oxygen is a moot question.



JOSEPH A. FOGLER

scribes until it was explained that J. Frank Galvin was for several years Mrs. Rice's chauffeur, and her desire to see her former driver ride proved stronger than her love for peace and quietude.

There were several little incongruities that were apparent to the trained eye. For instance, George Cameron and Floyd Krebs were supposed to constitute the Tammany team, and had the tiger emblem sewed on the back of their jerseys. Krebs lives in Newark and Cameron in Jersey City, N. J. Another: Fred Hill and Charles Stein wore sweaters given them by some enterprising theatrical press agent. On their backs were the words "The Man Who Owns Broadway," this being the name of a musical comedy now running. Stein resides in Brooklyn and Hill comes from South Boston.

As always is the case the six days race has been a great gathering place for former heroes of the track. Frank L. Kramer, the American sprinting champion for the last nine years, was on hand considerably, and

if the truth be told, Kramer, after seeing the showing made by Rutt and Clarke, two sprinters, caught the fever, too. It would not be surprising to see Clarke and Kramer in the race next year. Among the other old timers noticed during the week were Otto Maya, a former six days crack; Carl Limberg, Joe Judge, W. F. King, "Poke" Freeman, Dan Sullivan, Arthur W. MacDonald, Matt Downey, Arthur A. Zimmerman, and others. Among the missed was "Jimmy" Bowler, now Alderman James D. Bowler, of Chicago. He evidently was sick because he never has missed the annual grind.

Every year groups of people make pools on the six days race, each member of the pool contributing a specified sum and drawing a team, the one holding the winning team taking the pool. Because of the reconstruction of so many teams there seems to be a misunderstanding as to how the money should be awarded. Those who held Rutt and Stol or Macfarland and Clarke are not entitled to any of the money as those teams ceased to exist when Macfarland and Stol retired and a new team of Rutt and Clarke was formed. Those who held Root and Fogler are entitled to cash. In the same manner those who bet that Root and Fogler would beat Macfarland and Clarke and Rutt and Stol are entitled to collect the wagers. Likewise whoever bet that Rutt would beat Clarke in the six days race, might as well collect the original stake, as it was no bet. The match race was entirely separate from the six days race, in which Rutt and Clarke, as a team, finished even. If a bet was made that one team would beat another and both of those teams were split up it was a draw and the bet is off.

"The Mystery of the Silk Socks" might well form the title of an amusing chapter of the race, although it was not so funny to those most concerned as it appears to outsiders. The mystery first developed at the Bartholdi Hotel on Monday, when the riders gathered to receipt for their pay and to settle their accounts. "One pair silk socks, \$1.50"—color not stated—was one of the specifications which Walter De Mara found listed in the itemized bill of his camp's expenses, of which he was expected to pay half. The longer De Mara looked at that item the greater his wonder grew. He certainly had worn no silk socks, and he had seen none laying around his camp among the food and cook stoves. He could not bring himself to understand what silk socks have to do with a six days race. The various attendants pleaded "not guilty" until William Bolles, one of the trainers, dropped in. By that time, De Mara was fighting mad and the discussion of the socks became so heated that first angry words and then blows were exchanged—not many of them, and no one was bruised or disfigured, but the argument was warm enough to induce an afternoon paper to describe it as a "riot." After all was over, the silk socks were traced to Iver Lawson, De

Mara's team mate, but De Mara not only declares that he will not pay for any part of them, but that he'll fresco Mr. Lawson's phiz when next they meet.

For winning the race Rutt and Clarke drew \$1,600, and it is understood that each received \$400 additional for riding the match at the finish. Root and Fogler's prize money amounted to \$1,000; Walthour and Collins's, \$750; Hill and Stein's, \$600; Halstead and Hehir's, \$450, and West and Mitten's, \$350, and De Mara and Lawson's, \$250. The above, of course, was in addition to whatever bonus money was paid by Powers.

Like other persons who achieve fame in various lines of endeavor, Fred Hill and Charles Stein have succumbed to the lure of the stage and now are "regular actors." They have secured six weeks booking over the "Mac-Lane" circuit of vaudeville and motion picture houses. A feature of their home trainer act is an introductory monologue by Charles T. Earle. W. M. McKenzie, who is the "Mac" of the enterprise is a former road racing man, and he writes that his company is building several sets of rollers and this winter will promote an amateur home trainer tournament over his circuit.

Echo of Berlin's Terrible Tragedy.

An echo of the terrible tragedy that took place at the Botanical Gardens track in Berlin last July when a pacing motorcycle ran amuck and caused a fire and panic in which several persons were killed and a score or more injured, was heard last week when persons who suffered through the accident met to consider the question of compensation. The insurance company with which the track management had taken out a policy with respect to liability, declined to have anything to do with the sufferers on the ground that the evidence cleared the track owner of all blame. The meeting passed a motion petitioning the Berlin Solicitors' Chamber for expert legal assistance, also asking the Berlin Corporation for a grant to cover costs of burial, medical and nursing fees.

The Teams for the Berlin Six Days.

There will be 16 teams in the second annual Berlin six days race which will be held the week of December 27-January 4, according to an announcement received this week. The race will be of more than ordinary interest because of the American riders competing.

The teams that will compete are as follows:

Root-Fogler, Ellegaard-Bader, Macfarland-Clarke; Stol-Walthour, Brocco-Berthet, Ryser-Rheinwald, Rettich-Demke, Stelbrink-Centenet, Scheuermann-Tadewald; Stabe-Pawke, Scheuermann, Jr.-Wegener, Otto Meyer-Bettinger, Bruni-Carapezzi, Techmer-Rudel, Nedela-Krupnikow, and Conrad-Althoff.

The race will be held in the Zoological Gardens, which does not necessarily imply that the contestants are animals. The track will be housed in one of the buildings in that park. The start will take place at 10 o'clock Monday night and the race will end at the same hour the following Sunday evening.

The rules practically are the same that govern the New York six days race, with the exception of a few innovations, one of which arbitrarily fixes the maximum uninterrupted rest for a partner at three hours. If one rider of a team drops out of the race the management has the right to provide a substitute. No matter what their position may be, a team is compelled to remain in the race unless the management or track physician orders them to retire. There is a penalty for quitting a race on the other side. Any unfair riding will be punishable by heavy fine or suspension.

Americans Who Sailed for Germany.

The North German Lloyd steamship Kronprinzessin Cecile, which sailed from New York City Tuesday morning, carried the American riders who will compete in the Berlin six days race this month. In the party were E. F. Root and Joe Fogler, who will compete as a team; Robert J. Walthor and John Stol, who also will be paired, and Floyd A. Macfarland and A. J. Clarke. The last named pair have not signed for the grind, but it is understood they will make efforts to do so. It is evident the Germans are counting on them as the team has been announced. Accompanying the riders were three trainers—Jack Neville, Morey Gordon and William Bolles.

Dates Already Set for French Events.

The professional sprint and 100 kilometers paced championship of both track and road of France will be held May 8th, according to an announcement sent out by the Union Velocipedique de Francaise. The amateur sprint championship of France will occur at Bordeaux June 12, and the remaining amateur championships on June 26, August 28 and September 18.

British Motorcyclists to Race Here?

According to an English publication several British motorcyclists are preparing for a season on American motorcycle tracks. C. R. Collier, H. A. Collier and Harry Martin are the ones mentioned. Presumably they expect to meet Derosier, Derkum and other American professionals, as they are professionals under F. A. M. rules.

Russia to Have a Six Days Race.

And now Russia has caught the six days fever! The success of the New York and Berlin grinds has caused Russian promoters to sit up and take notice of the easy money to be obtained by promoting such affairs. The date for the initial race has not been set, but it will be held in St. Petersburg, according to Paris advices.

LEMONIZED SPORT AT LOS ANGELES

**Farcical Match Race Sours the Spectators—
Graves's Poor Sportsmanship Places
Referee in a Peculiar Position.**

Had it not been for two interesting amateur races the meet at the Los Angeles (Cal.) Stadium Sunday last, 12th inst., might have resulted in the demolition of that 3½ laps saucer. The temper of the spectators might not have reached that state, but according to reports from the southern California city, the crowd of 2,000 persons was so sizzling hot that it felt like mobbing the management.

The cause of their displeasure was that they came to see what had been advertised as "the greatest race ever held," which consisted of a match between Jacob Derosier and Edward Lingenfelder. The announcement had been sent out the day before that Lingenfelder, in a trial, had covered a mile in 45 seconds without letting his machine out to the limit. The spectators therefore expected a battle royal between these two professionals, but it did not materialize, and they therefore felt very much aggrieved.

The trouble started with the first heat of the Lingenfelder-Derosier match. When they brought their mounts to the mark it was seen that they were single cylinder four horsepower machines. "Fake!" yelled a grandstander and the cry was repeated around the saucer, but the race proceeded. Lingenfelder trailed Derosier for six miles, the latter winning in 5:33½.

The mob spirit was beginning to boil again when the second heat of the match was called. In the meantime the rumor had been floated that the track was too slippery for fast riding. Jack Prince sought to appeal to the stands with a speech. "Don't want any balloon juice," shouted a nearby spectator, "we pair to see that match race." Prince persevered and slipped in the announcement that Lingenfelder and Derosier would ride exhibitions to show the crowd the speed of their motors, but that a match race with the big machines was out of the question. Prince was "booed" from his perch in the official stand. The crowd meanwhile was growing angrier and several had their admission fees returned by Manager Kramer. Referee Kittle was strong in his position against a match. The track was slippery with oil, there was no doubt about it; but why had the management advertised the race when they knew the condition of the track? That was something neither the referee and the management explained.

Then in the deciding heat of the open amateur race, Graves and Blake refused to ride when Kittle brought his machine to the line, and Kittle backed off the boards gracefully. He had run away from Graves in two previous races and had nothing to lose. What the referee should have done

was to order Graves and Balke to ride, and upon their refusal, to suspend them for the day and then report them for further punishment, but probably because his son was involved, the referee took the easiest way out.

In the two races in which he defeated Graves, Kittle certainly showed class and Graves, because he has so long held the riding honors of the Pacific coast, felt peevish when a newcomer robbed him of his laurels. In the four miles race Graves fouled Kittle and the latter averted a fall only by good judgment. Graves was hissed by the crowd. In the six miles race Kittle started from scratch, while Graves, Ward, Balke and Loge had one-half lap handicap. Kittle made a pretty start and gained half of the handicap while the others were getting into position. He passed Loge first and then tagged Ward and Balke. In the ninth lap he nosed up to Graves and then started a duel of speed between Graves and Kittle. Lap after lap the pair rode neck and neck, Graves riding Kittle so closely that a spill seemed imminent several times. On the last lap Graves tried to force Kittle to the baseboards, but the latter refused to be intimidated, held his position and won, while the crowd again hissed the once-popular Graves.

Mitchel defeated Whittler and Samuelson in ding dong fashion in the six miles professional match. Samuelson never figured and Whittler did not seem able to get full speed from his machine. The summaries:

Unlimited novice pursuit—Won by Montgomery, Excelsior; second, Neidenhauser, M-M. Distance, 27 laps. Time, 9:33.

Four miles amateur, single cylinder—Won by Kittle, Indian; second, Graves, Indian; third, Balke, Thor. Time, 3:54½.

Six miles professional match—First heat won by Derosier, Indian; second, Lingenfelder, Thor. Time, 5:33½. Second heat won by Derosier, Indian; second, Lingenfelder, Thor. Time, 5:45½.

Six miles amateur, 48 cubic inches—Won by Kittle, Indian (scratch); second, Graves Indian (½ lap); third, Balke, Thor (½ lap). Time, 5:43½.

Six miles professional—Won by Arthur Mitchel, Thor; second, Fred Whittler, Indian; third, T. M. Samuelson, Merkel. Time, 6:05.

One mile exhibitions—Samuelson, Merkel, 0:48½; Derosier, Indian, 0:47½; Lingenfelder, N. S. U., 0:49.

Four miles professional—Won by Whittler, Merkel; second, Mitchel, Thor; third, Samuelson, Merkel. Time, 3:58½.

Four miles open amateur—Won by Graves, Indian; second, alke, Thor; third, Ward, Indian. Time, 4:31.

Award Still Awaits Seymour's Weight.

Although he climbed the winding 3,000 feet Fort Lee (N. J.) hill in 52 seconds, A. G. Chapple failed to win the twin cylinder class in that hill climb by one-fifth of a second. The contest was started on De-

cember 4th, but because of the inability of the police to handle the crowd it was declared off in the middle of the event for twin cylinder motorcycles. Raymond Seymour and W. F. Robinson already had climbed the hill in 51.80 and 58.71 seconds, respectively, but Chapple and Walter Goerke, the other two entrants, did not have a chance to compete. They were given the opportunity, however, on Friday, 10th inst., when the remainder of the program was decided. Chapple, as stated, reached the top in 52 seconds, which will give him second place if the protest against Seymour for being under weight is not upheld. Seymour, however, has not yet been officially weighed. Goerke's time was 58¾ seconds. None of these times, strange to say, equal the time, 50.15 seconds, made in the single cylinder class the previous Saturday.

The Judicial Mind Acts Once More.

Although to quote his own language he "is not any too familiar with all the details of the affair," the chairman of the F. A. M. competition committee, who lays claim to the possession of a judicial mind, has, nevertheless, declared I. F. Alofsin to be "guilty" of failure to deliver the individual medals offered for the New York-Chicago touring contest of 1908. Accordingly, Alofsin is informed that he will be unable to secure F. A. M. sanctions until he "makes good," the chairman expressing the hope that Alofsin will "see the sense and justice of this attitude." As that former Chicagoan was acting merely as chairman of the F. A. M. Western District's committee, which promoted the contest, he has pleaded guilty to not seeing either sense or justice in the charming decision which makes him the "goat" of the affair. He has suggested that it were well for the chairman of the competition committee to familiarize himself with at least the main facts before rendering judgments.

Why His Lamp Would not Burn.

George Edward Holroyd, a well known English football player, gave a somewhat novel plea when haled to court for riding his motorcycle without a light. Holroyd produced in court a newspaper containing a meteorological report which stated that on the night in question there was a wind velocity of 70 miles an hour. This, he said, accounted for his inability to keep his lamp alight. The summons was dismissed upon payment of costs.

Cheyenne Club Completes Organization.

The Wyoming Motorcycle Club of Cheyenne completed its organization last week by electing permanent officers as follows: W. S. Lee, president; W. A. Wilson, vice-president; Fred Boyer, secretary; E. B. Love, treasurer; board of managers, S. E. Kingham, R. Stevens and C. E. Williams. It is the intention of the club to affiliate with the F. A. M. Its membership is open to all riders in the State.

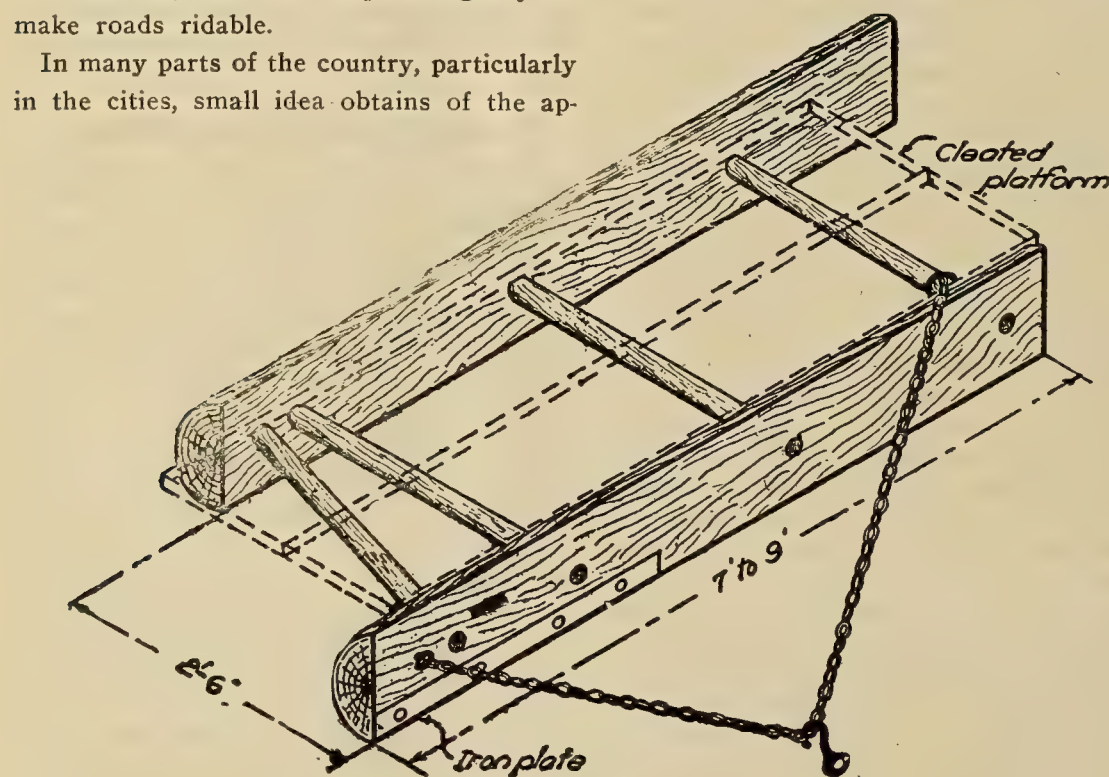
SIMPLEST OF ALL ROAD IMPROVERS

Device that can be Made Anywhere and Which is Extensively Used—How It Serves Its Purpose.

One of the devices that helps materially in the production of good roads in communities where insufficient funds are available for the construction of macadam surfaces, is the King split-log drag. This invention, which is exceedingly simple, and which may be made in a short time with such materials as are at hand on any farm, is now being employed very extensively in rural communities, and has helped mightily to make roads ridable.

In many parts of the country, particularly in the cities, small idea obtains of the ap-

pearance of the device, but as the accompanying illustration shows, the split-log drag is just what its name implies, a drag composed of the two halves of a riven log which are joined by several cross pieces covered with boards upon which the operator stands while driving his team, and which may be loaded down with stones in order to make the drag "bite" into the road surface. The only metal work about the drag is an iron plate let into the cutting edge of the front log to prolong its life and increase its usefulness, and the draught chain.



CONSTRUCTION OF THE KING SPLIT-LOG DRAG.

pearance of the device, but as the accompanying illustration shows, the split-log drag is just what its name implies, a drag composed of the two halves of a riven log which are joined by several cross pieces covered with boards upon which the operator stands while driving his team, and which may be loaded down with stones in order to make the drag "bite" into the road surface. The only metal work about the drag is an iron plate let into the cutting edge of the front log to prolong its life and increase its usefulness, and the draught chain.

As will be seen, the draught gear, usually a plain swingletree, may be hooked into this chain at any one of a number of points. The result of varying this adjustment is to alter the angle at which the logs stand to the line of travel. They may be straight across the road, or they may be inclined to it at various degrees, all depending on the exact nature of the work to be performed. The illustration also shows the outline dimensions of a correctly proportioned split-log drag, and are the same as are being supplied to many county supervisors and farmers, together with complete directions for use.

to itself, while under ordinary conditions it will shed water much in the same way that a stretch of well made macadam will do. Used in connection with suitable and inexpensive improvements in drainage, it has proved astonishingly effective.

Though not so well known in the east, the king drag is widely used in the middle west, and has been adopted as a permanent institution in the State of Iowa, where the highway commission has taken hold of it and introduced it into every county and township. Besides being cheap, the King drag furnishes a good means of getting the rural taxpayers interested in the highway improvement propaganda. Once they have had opportunity to find out how much direct benefit results from a very small investment in road improvement, they straightway begin to be willing to spend a little more for the sake of a much bigger return. All of which goes to make the country a great deal more worth living in, and renders accessible to the cyclist many beautiful stretches of hilltop and plain which hitherto have existed only as remote and almost inaccessible blessings to be dreamed of rather than enjoyed directly.

FIRST EDUCATION; THEN GOOD ROAD

Latter is Second Greatest Civilizer, Declares President Taft—But He Does Not Seem to Favor National Aid.

Although President Taft believes that next to education, a system of good roads is the greatest civilizer, he does not believe that it is a civilizing medium to which the national government should lend direct or material assistance.

For the first time, so far as known, the President's views on the subject were expressed in a letter to the governor of Kansas, in which state, at Topeka, a "national good roads convention" was held this week. While expressing such a high opinion of the benefits of good roads, the fact that Mr. Taft remarks that he believes that their development is "chiefly a state function," offers cold comfort to the advocates of national aid and national roads. The President's communication follows:

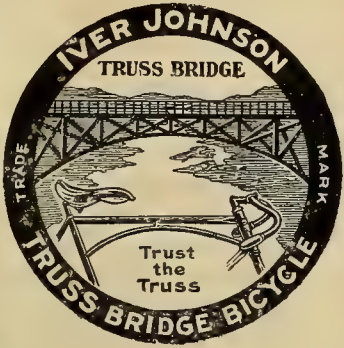
"My Dear Governor: From your letter I understand that you are to have a national good roads convention at Topeka, Kan., December 14 and 15. I take a great interest in the movement which that convention is to promote in the development of good roads. My own view is that it is chiefly a state function and that all the states ought to unite in an effort to promote good roads.

"I do not think that the farmers are as much interested in the matter as they ought to be. The truth is, I think that good roads have much to do with the use of our waterways and also with the question of railway transportation, because the difficulties of getting to waterways and railways is one of the great burdens that the farmers have to bear. I believe that good roads figure very largely in the moral and intellectual development of the people, because they affect directly communication between farmers and their neighboring towns, and the closer this is the more in touch are farmers with general conditions in the country.

"Next to education, the system of good roads is the greatest civilizer. I have no doubt that much remains to be learned by experiment and otherwise concerning the economy in the construction of roads and their durability; but it is most gratifying to have such a meeting as that you are to have in Kansas which shows a national awakening as to the subject and gives an earnest of progress in the right direction."

Prospects Announce Midnight Race,

With clear weather prevailing on New Year's eve, the Prospect Wheelmen's fourth annual midnight race to City Island and return should attract a large field. The race will start one minute past midnight from the club house and 146th street. R. J. Foster, 281 Alexander avenue, the Bronx, is receiving entries.



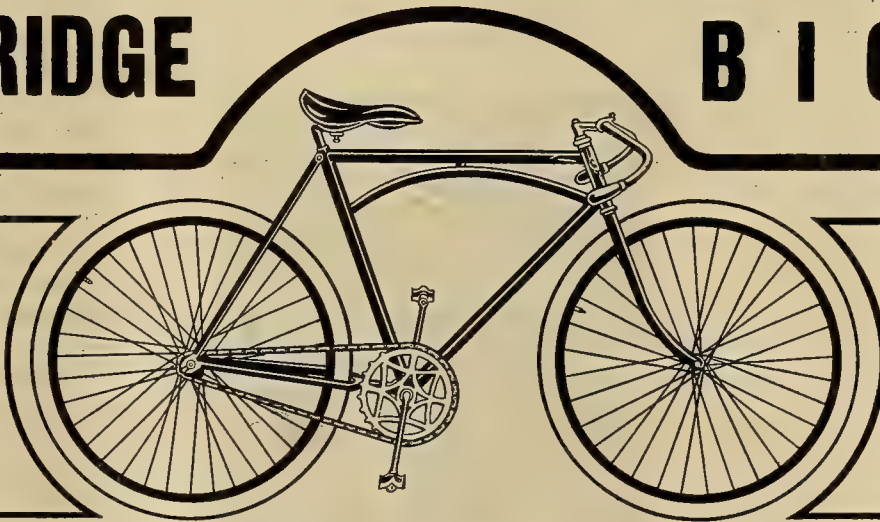
A RIGID FRAME

prevents rack and strain on the running parts of the bicycle and saves the power of the rider.

The TRUSS in the frame of the Iver Johnson bicycle gives greater rigidity with less weight than can be obtained in any other way. Dealers everywhere tell us that this exclusive feature constitutes a tremendous argument in selling the



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on the tire you buy.**



G & J Bailey Tread

G & J Motorcycle Tires

have lead the pace for over six years. They were the first successful motorcycle tires made. They have always been recognized as the highest grade and most satisfactory motorcycle tire on the market. They are used by practically 90% of all the motorcycle riders.

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Anyone can readily see the advantage of the double clincher rim. It is several times stronger than the single clincher. There is no danger of the ends of the spokes coming through the nipple when tightening them and thereby damaging the tire. No danger of the tire coming off no matter how severe the strain. When you place your order specify G & J Tires and Double Clincher Rims.

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Denver

Buffalo
Philadelphia

Toledo, O.
San Francisco

From the Four Winds

Bicycle thieves are busy in Asbury Park, N. J. Five thefts have been reported to the police within the last two weeks, but thus far none of the miscreants have been apprehended.

"I must say that I am very much pleased with the *Bicycling World and Motorcycle Review*. Each week I certainly read it from the first page to the very last one."—A. D. Aguilar, Monterey, Mexico.

Chicago, which only recently awakened to advantages of the motorcycle policemen and mounted three of them on Excelsiors, claims distinction for one of them, Frank J. McMahan. He is 60 years of age and weighs 275 pounds.

Having built up a membership of more than 100 since its comparatively recent organization, the Buffalo (N. Y.) Motorcycle Club has voted to become an incorporated body. Within a short time the club also will be located in its own home, having leased the premises at 1401 Main street, in the heart of the city.

The Los Angeles Motorcycle Club's race meet which originally was set for Thanksgiving Day, now has been postponed until Tuesday, 21st inst., rainy weather having made a second postponement necessary. The meet will take place at the mile Ascot Park track, the feature event being the five miles national F. A. M. championship.

Figures just published show that 75,000 motorcycles have been registered in Great Britain during the last year, an increase of 53,479 machines since 1904. In England and Wales there are 66,341 machines; in Scotland, 5,296, and in Ireland, 3,363. Last year, at the time the count was made there were 65,026 motorcycles in the United Kingdom.

The fact that John D. Rockefeller, Jr., astride a motorcycle, passed through Tarrytown, N. Y., on Sunday last, was deemed such an event that it was telegraphed to the newspapers throughout the country. The reports gravely added that the multi-millionaire's son was attired in a khaki suit with a sweater under his coat and that he was not violating the speed law.

The new Velodrome d'Hiver in Paris, the construction of which has been delayed because of strikes, will open on January 2d, it officially has been announced. Three hundred workmen are now rushing the work to completion. The track is one of the finest ever constructed and has been designed with a view to mile a minute motor-paced racing. A seven days bicycle race, conducted upon the lines of the New York six days grind, will take place the week beginning March 20th.

"Motorcycles have so many virtues of their own that I did not mean to include them in a talk about motor vehicles," said Capt. Cecil Battine, in the course of a lec-

ture recently delivered before the Royal Automobile Club of Great Britain, "but I should say that for this particular purpose—the rapid conveyance of small detachments—they will be invaluable, and, of course, for despatch riding. Few men realize how critical may be the work of a small party hanging on to some important locality."

Either the cyclists of Toronto, Ont., are exceedingly careless in leaving their machines on the street and forgetting where they left them, or the local police department pounces on every unattended bicycle that it finds, as there are over 100 bicycles at the police station which have been picked up by patrolmen and which lie unclaimed by their owners. Some of them have been on hand for years, but a number of them are practically new, and the whole

cock; executive committee, H. Ernest Stafford, Frank L. Howland and W. L. Woodward.

Another crossing accident, which may result in a death, has been recorded in Los Angeles, Cal. It is the second tandem fatality within a few months. Earl Murray and his brother Roy, of Ramona, were riding their motorcycle on Workman street, Los Angeles, December 4th. When they approached Main street, a corner store prevented them from seeing a rapidly moving Main street trolley car. The car struck them squarely and at the County Hospital it was stated that Earl's chances of recovery are slight. Roy escaped with bruises.

A girl caused little Fred Jenkins, a bicycle messenger boy, to lose his job in Fort Worth, Tex., but it was not because he loved her, but because she was a cycle thief. The unusual circumstance of a girl about 10 years old stealing a bicycle, while interesting to outsiders, did not make Freddie's troubles any less, as he related them to the police department. As he was eating his breakfast in a restaurant he saw the girl mount his machine and ride away. Dropping his spoon, he dashed out after her, but when she saw she was pursued she pedaled faster into the distance and has not been located. Until he gets his bicycle back Fred is out of a job.

Both his feet having been cut off by a railroad train a few months ago, Willie Fitting, a 14-years-old boy of Glen Head, L. I., nevertheless has found a way to resume the use of his bicycle, and rides his machine even more than before his accident. One foot was severed at the ankle and the other between the ankle and knee, the missing portions being subsequently replaced artificially. While he is able to walk without crutches, using two canes for support, he finds a bicycle the best possible means of locomotion, and is able to ride from his home to the nearby village without difficulty.

Paul J. C. Derkum, the Los Angeles professional, must by this time think he bears a charmed life. Derkum's latest escapade occurred at the Stadium motorcycle track, Saturday, 4th inst. Derkum and C. H. Jackson were on the track at the time tuning their machines, the former leading. Someone waved a flag at Jackson and he slowed up and swerved slightly upwards, not knowing that Derkum was just behind him. The latter was going at such terrific speed that he could not turn out before he had run Jackson down. To avoid being tossed in front of his machine Derkum turned a flip-flop backwards and escaped injury. His big Merkel machine then ran up the track and into the railing, upon which a half dozen people were sitting. Paul Zink, 14 years old, could not get out of the way in time and was bowled over. He was taken to the Receiving Hospital with a broken thigh. Jackson accompanied him with a broken leg.

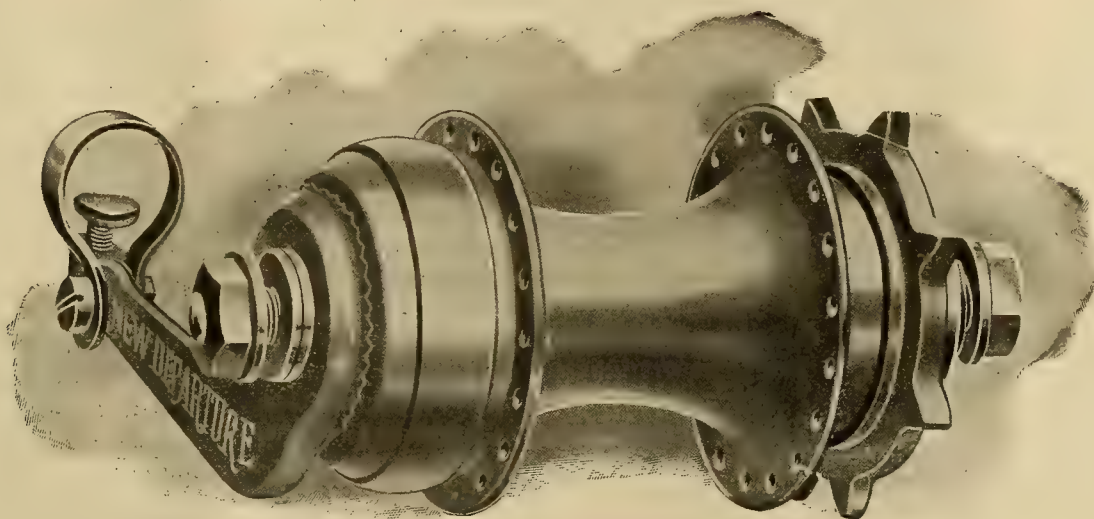


lot is to be offered at public sale on the first of March.

The last official club run of the Century Road Club of America, held on Sunday last, 12th inst., took the form of a hare and hounds chase at Manhasset, L. I. The hares under the leadership of George Hausenbauer, were given 10 minutes' start, but unlike the previous chase, held two weeks ago, they were caught by the hounds after a spirited pursuit. The trail led over all kinds of country, and as the riders were compelled to carry their bicycles a great part of the distance, sore shoulders were the rule the next day.

What proved to be the most enjoyable and the best attended annual gathering of the Elmwood Wheelmen's Association was held Friday night last, 10th inst., at Providence, R. I. Following the dinner, at which 55 sat down, and preceding a musical program the club held its annual election of officers, which resulted as follows: President, George H. Capron; vice-president, Dr. Edmund D. Chesebro; treasurer, Aldridge G. Pearce; secretary, Henry C. Bab-

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an honestly earned good reputation, merit that has been proved by tens of thousands of bicycle riders and a

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CORRESPONDENCE

A View of the F. A. M.'s Functions.

Editor of the Bicycling World:

In one of your recent issues you were kind enough to publish my letter re the F. A. M. and its usefulness. Now, since I wrote that letter, I am more firmly fixed in my original opinion. This week I received from the secretary of the F. A. M. a small pamphlet and book solely relating to racing, amateur and professional. It seems by this, the F. A. M.'s sole object is to be arbitrator on motorcycle racing in this country. Now, as I said before, the rank and file of motorists know very little about racing, and take small interest in the subject. I have spoken to a great many fellow motorcyclists and asked them if they were members of the F. A. M., and have with very few exceptions received the same reply: "No; what good would it do us? It is simply a racing association" (or words to that effect). It seems to me unless the F. A. M. changes its policy, makes racing a secondary consideration, and works with a will, first, to fight adverse legislation; second, for improvement in roads; third, to compel railroads to carry motorcycles free or at a cheap rate; fourth, publish lists of good repair shops, and other matters of interest to riders, it will never be a power in the land.

Of course, all this will take money, but with a larger membership (which is certain to follow), the cash will flow in. We all want results, something to show for our membership, not necessarily personally, but collectively.

A. H. HYDE, Yonkers, N. Y.

Sends a Few Lines of "Who's Who."

Editor of the Bicycling World:

I send you a few lines in letting you know that Tony Pecarilla of East Orange did not get 3 Place on Sat. Dec 4 in Madison Square Garden and that I Frank Blatz of Jersey City got 3 Place with a walk over and I kindly like to have it Published in next Sat. Bicycle World. and that Arthur Lundborg from the Bronx had 50 yards instead of 40, and Maurice Venden Dries 15 instead of 20 and I, Frank Blatz 45 yards

FRANK BLATZ, Jersey City, N. J.

Three Experiments and Their Results.

Editor of the Bicycling World:

1. Some time ago I noticed a short article stating that an old dry battery or even one that had lost amperage, could be renewed by using muriatic acid and water. I would like to hear from the person who thus experimented. I tried it on eight different cells. In one of them the acid raised the strength from 3 amperes to 4 amperes, and in another from 8 to 10. In a cell that was dead, but in which the zinc seemed perfectly solid and good, it would only raise it to 1 ampere. I applied the ammeter each

day for 15 days and saw no change, save that the cells all grew weaker.

2. By the way, why do not motorcycle manufacturers adopt a wipe contact make and break system for their commutators instead of platinum points, as these points are very expensive and corrode and give trouble. If a wipe is employed, would this not keep cleaner and be more serviceable? I employed a wipe on my $3\frac{1}{2}$ horsepower motorcycle and it would work fine for a mile or so, then would stop. My batteries registered from 10 to 12 amperes each. I tried a spring brass blade and a steel blade, but both acted badly. With the platinum point system, I broke so many blades, even employing the lightest tension that I could employ without causing skipping. Would like opinions on the subject. My idea is, that the wipe system does not give the coil time to saturate as the spark is so great at the commutator, which makes it appear that the spark plug was being robbed of output.

3. I read some time ago that carbon deposits in a cylinder could be removed without dismantling or taking off the head, by the use of kerosene oil and "table" baking powder. Who tried this besides me? I found that kerosene and baking powder will not mix to begin with and that baking powder will cause deposits instead of removing them. Kerosene alone is better. I have tried several kinds of carbon remover, but the best one is to take the top off the cylinder and scrape it, get after the valves slightly with flour of emery and oil if needed, and very often wash out the cylinder with kerosene and then when you put the machine up a hill you can rest assured that she will dig in her toenails for all she's worth.

F. E. EMERT.

[1. The article in question first appeared in the Scientific American and experiments since made and of which the Bicycling World has knowledge, indicate that the composition of the cells has much to do with the success of the muriatic acid treatment. With the Every Ready brand, it proved a failure; with Columbia cells, which had run down to 5 amperes, the "treatment" increased their strength to 19 amperes and the two cells so treated were doing good work a month later.

2. Your own experience with wipe contact in part answers your question. The make and break action is too slow to work successfully with the non-vibrator coil. Not only is saturation less rapid with the wipe than with an abruptly made contact, but the inductive effect of the break is considerably reduced when separation of the contacts is made as slowly as with a wiper blade. Excessive arcing at the contact, burning of the cam and contact block and incomplete closing of the primary circuit probably caused your home-made commutator to fail after being used for a short time. Had you been able to make it work to better advantage, probably you would have discovered also that it used much more current than the ordinary circuit breaker.

With good material in the blades, proper adjustment and a well-shaped cam, the latter device seldom gives much trouble.

3. It is not "baking powder" but baking soda (bicarbonate of soda) that should be used. The former contains alum or cream of tartar, and of course leaves deposits. We ourselves have tested the soda and know that mixed with kerosene it acts more quickly and more thoroughly than kerosene alone. It is the standard carbon remover used in one of the big automobile factories.]

The Motor Paced Hour Record.

Editor of the Bicycling World:

Will you kindly let me know the motor paced record for one hour made by Wills, of England.

BICYCLE FAN, New York City.

[Wills's hour record was 61 miles 904 $\frac{1}{4}$ yards. It was broken September 15th last by Paul Guignard, at Munich, Germany, when he rode 63 miles 189.8 yards in 60 minutes.]

To Make Machines Appear "Spruced up."

Horse traders have many and devious ways of "sprucing up" even the most ragged and woebegone of animals in such a way that not even their oldest friends will recognize them. And it is to be observed that the particularly ingenious trader never drives his nag to the village with a swap in mind without first seeing to it that his hoofs are well greased and his coat wiped off with an oily rag. Following this example, when it is desired to have a bicycle or motorcycle make a particularly favorable impression, it is well to rub it down freshly and touch up the tires with a thin solution of chalk and water or whitewash. The resulting air of "store finish" is as remarkable to behold as it is impressive in its effect upon the uninitiated.

One Way to Avoid Work and Rust.

When occasion requires that a machine be ridden in wet weather, a lot of subsequent work and worry can be avoided if all bright parts are given a coat of grease or similar moisture resisting substance. With such a coating there is no necessity for wiping down and polishing all of the bright parts the moment the trip is over, since the grease prevents the moisture from spotting and tarnishing the metal work, while it readily may be removed at any time. Should any nicked parts become tarnished their previous lustre may be restored by the use of some good polishing paste and liquid ammonia.

Solution for Cleaning Lamp Lenses.

One of the best and most readily obtainable preparations for cleaning lens mirrors of acetylene lamps is a solution composed of equal parts of alcohol and water. While full strength alcohol sometimes is used, the diluted solution is both more economical and efficient, latterly because it evaporates more slowly, thus giving time to wipe the glass clean.

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MORGAN & WRIGHT WHITE TREAD MOTORCYCLE TIRE

They cost you no more

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The following is a partial list of the elegant and useful premiums which you can obtain in return for Neverleak Certificates. One Certificate is enclosed with each dozen four ounce tubes. Write for the complete list of premiums.

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For Twenty Certificates we will send you a 42 piece decorated china Dinner Set. The china is of fine quality and pure white. The decorations consist of graceful sprays of blue forget-me-nots and exquisite tracery from pure coin gold. The decorations are all hand work.

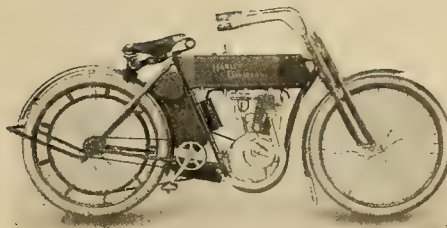
For Thirty-three Certificates we will send you one fine solid Cowhide Leather Suit Case, 24 inches long, has steel frame, cloth lining, No. 17 Vienna handle, solid leather corners. A fine, substantial, high-grade Suit Case.

For Forty-eight Certificates we will send you a 20 year gold-filled watch, with open face, No. 16 size, latest thin model, pendant setting and screw back. The movement is fully guaranteed New York Standard, 7 jewel, and is one that will give the very best of satisfaction.

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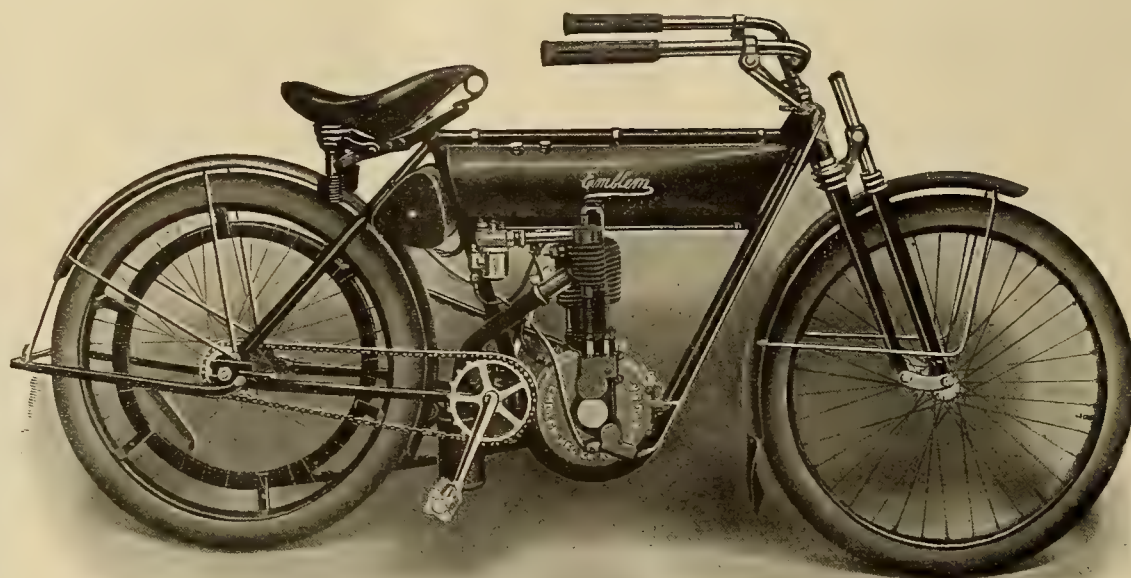
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And this is due not only to its quality and reliability, but to the fact that its adjustability adds to the satisfaction of cycling by adding to the comfort of riding and making it possible for man, woman and child to meet varying conditions of road and wind as they arise.

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More than 600 dealers—one to a town in all parts of the country—have *proved* to themselves that they can make *more money* handling Goodyear bicycle tires than ordinary tires.

All these dealers are already doing a big business in the new Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire.

You, too, can do this. You can please *your* customers just as they do by selling a tire that will *save* your customers money—the Pathfinder Non-Skid Extra Heavy—and your satisfied trade will give you more business—send you more business.

Study these noteworthy superiorities of this tire.

It has all the matchless construction of our regular Pathfinder tire with two extra layers of the closest woven Egyptian fabric possible, and a special corrugation that makes skidding impossible even on rain-wet asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made.

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Every ounce of rubber in a Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire is the finest grade of new Para. The most expensive rubber on the market today. Cheaper grades would cost less—but the tire would not give you service.

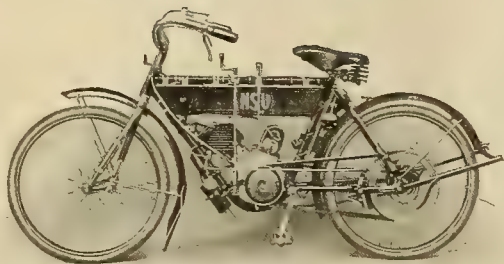
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of correct design, which actually absorbs all road shocks,

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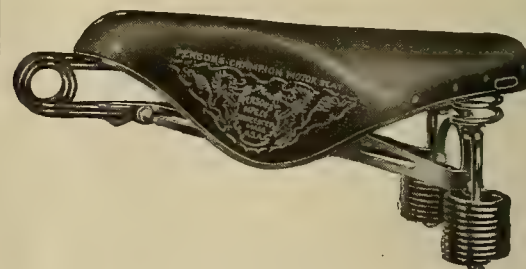
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Some of the manufacturers do not include Persons saddles in their equipment, and do a lot of talking to avoid supplying them when they are specified; and, of course, you can't



blame them. When they produce several thousand bicycles or motorcycles in the course of a year, the difference between the cost of the Persons and the "other kind" represents a tidy sum. But that's no concern of yours.



You are entitled to the best saddle, and when you ask for it, you should not accept an inferior substitute. When such substitution is made, merely remove the inferior saddle and return it to the bicycle manufacturer,

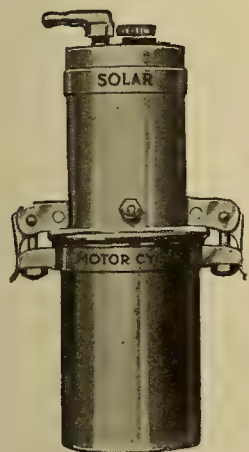


charges collect. Tell him you are sorry for him, but that you are "wise" and he will not be slow to "come across" with the Persons that you specified.

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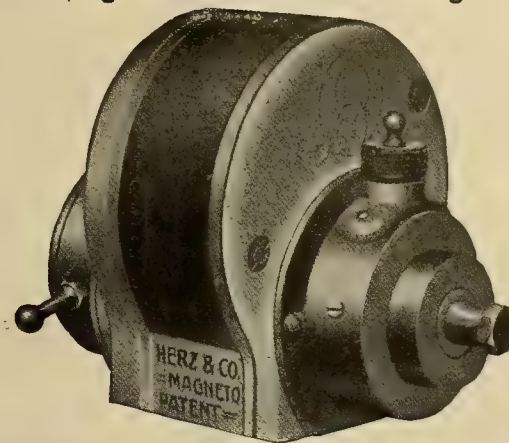
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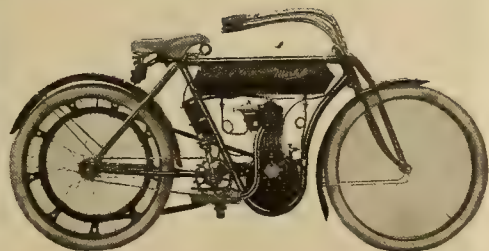
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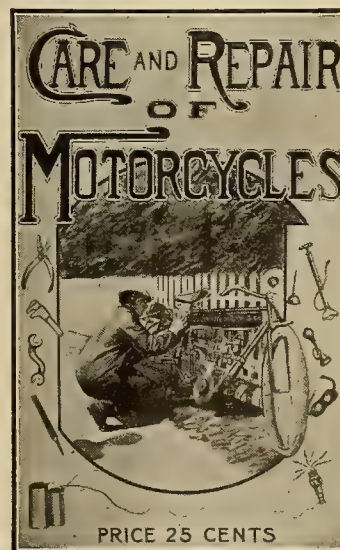
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FOR SALE—Good complete bicycles with new tires, \$5; ladies' frames, \$40 per 100; front forks complete, with head fittings, \$25 per 100. Write for particulars. WILLIAM McDOUGALD, 1118 N. Clark St., Chicago, Ill.

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TO THE LIVE MAN

interested in cycling or motor-cycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

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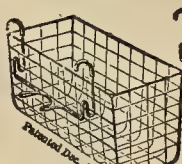
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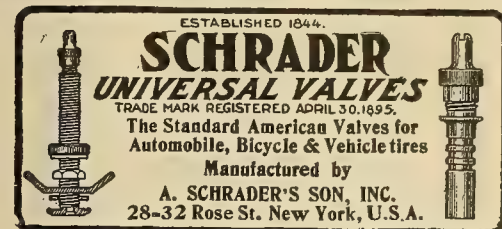
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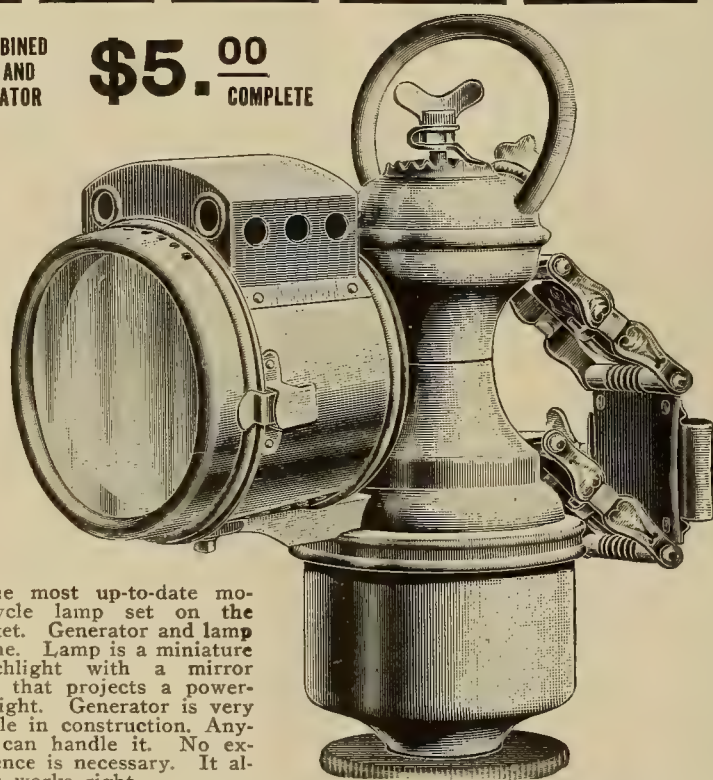
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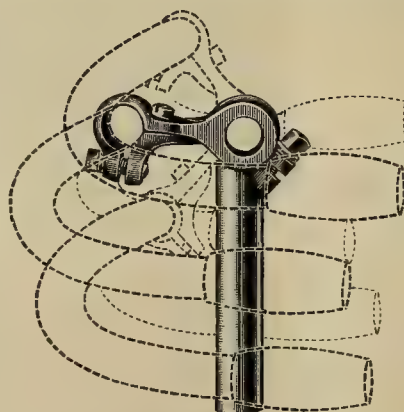
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Write today for our F. A. M. Booklet, which gives full particulars. Address,

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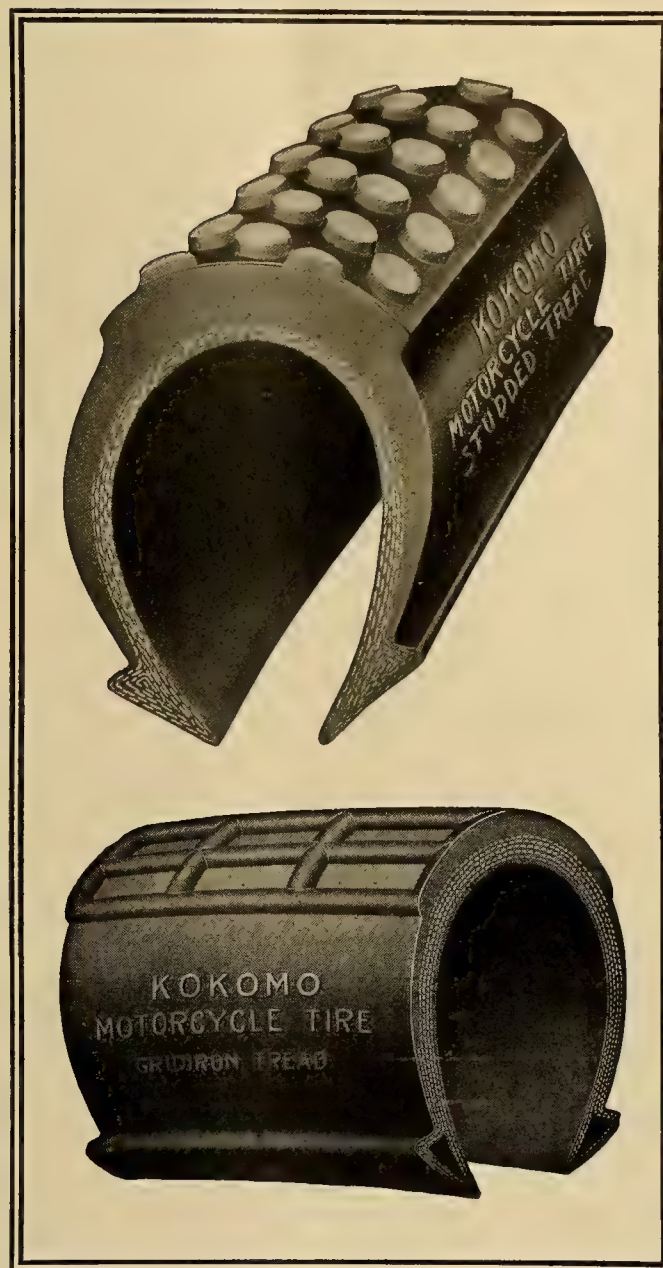
In placing orders for next season's requirements, it is well to bear in mind that the

Kokomo Inner Tubes

are of the same class and quality as the

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and you all know that the latter have made the motorcycle a more surefooted means of locomotion. They have proved that a truly durable and satisfactory tire is possible. The inner tubes that go with them will serve just as well in other tires.



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are just as good as ever they were and there never was a time when there were better tires, no matter what prices may have been charged for them.

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OVER 100,000 automobile owners use Prest-O-Lite.

Most of these have learned, through sorry experience, that feeble oil lamps and treacherous generators are sources of trouble, danger and expense.

Motorcyclists, with the same old lighting problem, are reaching the same solution.

With Prest-O-Lite, there is no uncertainty, no dirty work, no spurts of light, no intervals of darkness.

The road is flooded with light. The flame is steady,

no matter what the bumps. Turned on and off like a gas jet.

The Prest-O-Lite Motorcycle Gas Tank is 12 inches long and 4 inches diameter. Weighs 7 pounds. Holds 10 ft. of gas—40 hours of light.

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Branches at New York, Boston, Philadelphia, San Francisco
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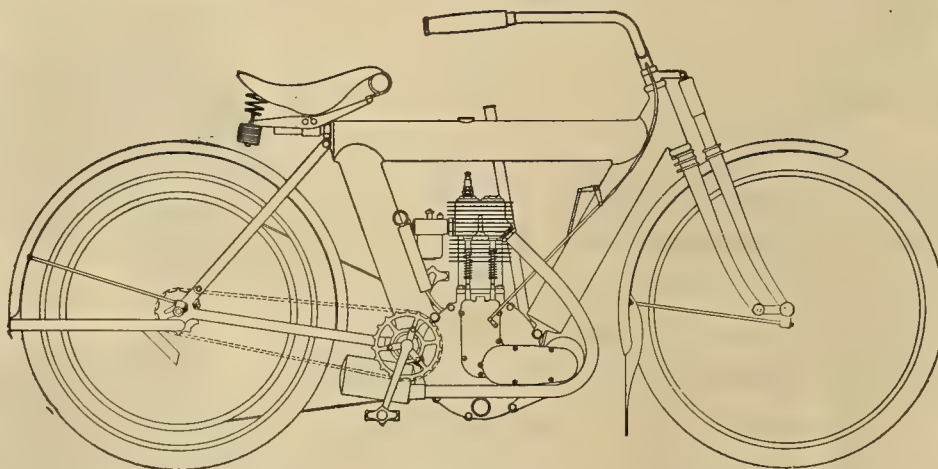
*This tank can also be used on automobiles
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Four Cylinder

Two Speed, Free Engine,
Increased Power, Large
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Ride the machine that's best—handle the line that pays.

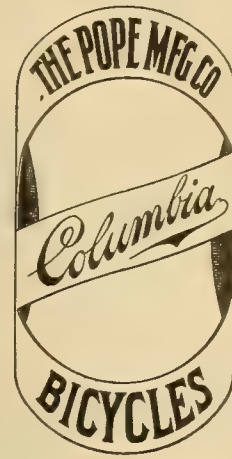
A reliable company, lodged in a factory, will produce good products. We never produced anything superior to our 1910 line of Motorcycles. Our 1910 advance catalogue gives complete description. Ask for copy.

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THE PIERCE CYCLE COMPANY, Buffalo, N. Y. ☐ PACIFIC COAST BRANCH OAKLAND, CAL.



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The FIRST chainless to be put on the market and always the FIRST in quality

The highest type of bicycle construction and the finest equipment put on any bicycle.

Superior to any other machine for pleasure riding, or for practical everyday use in all conditions of weather.



The Columbia Chainless, \$75.00

Fitted with Two-Speed Gear, Coaster Brake, Cushion Frame and Spring Fork, \$100.00

The Columbia Chainless drives the easiest, lasts the longest, and costs the least for upkeep. The Bevel Gears are forged from nickel steel, and being protected from dust and mud improve with each year's use. With the Chainless there are no broken, clogged or stretched chains, and consequently, no wasted energy. The Chainless requires the least attention and always ready for use.

Now is the time to push CHAINLESS bicycles. Every week witnesses an increased demand for high grade machines, and the Chainless yields a substantial profit to the dealer as well as satisfaction to the customer.

Take advantage of the present opportunities, which are so much better than for years. Don't lose sales on account of not being ready. BICYCLE BUSINESS IS BOOMING.

**The 1910 Columbia catalog is larger and handsomer than ever.
Let us send you a copy with dealers' prices on Chainless Bicycles.**

THE POPE MANUFACTURING CO., Hartford, Conn.

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

MORGAN & WRIGHT

WHITE TREAD MOTORCYCLE TIRE

Single or Double Clinch

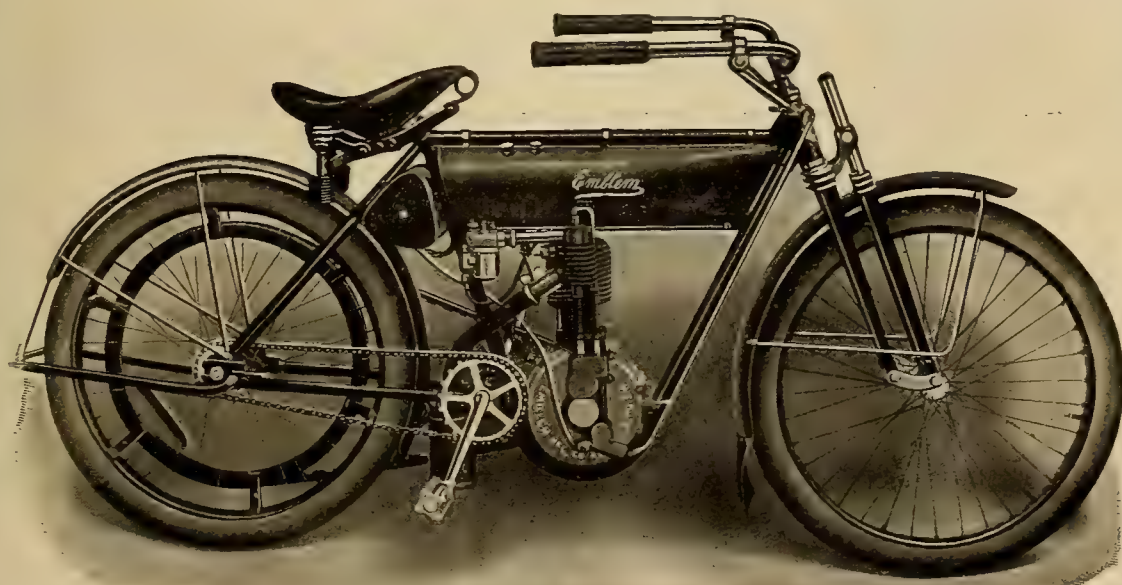
Pay what you will, look where you will, you cannot obtain a more dependable, better wearing motorcycle tire than the Morgan & Wright White Tread.

Can you afford to put up with inferior services when your manufacturer will be glad to equip your machines for the coming year with M. & W. White Treads at no additional cost?

MORGAN & WRIGHT, Detroit

THE EXCELLENCE OF THE EMBLEM

can be made plain to anyone seeking genuine motorcycle values.



Singles and Twins

and all of them right up to
the minute.

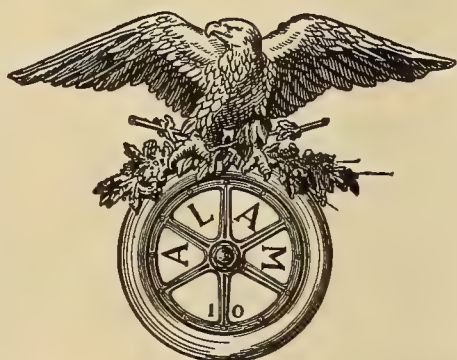
If you are looking for a
profitable agency or for your
money's worth, just say the
word and we'll "do the rest."

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

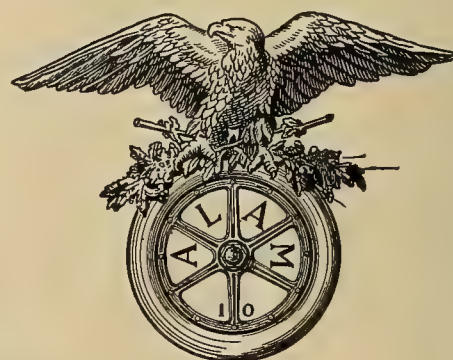
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Tenth National AUTOMOBILE SHOW

Madison Square Garden, New York City



January 8 to 15, 1910



UNDER THE AUSPICES
OF THE

Association of Licensed Automobile Manufacturers

There will be shown a complete line of GASOLINE AUTOMOBILES manufactured under the Selden Patent, ELECTRIC CARS, COMMERCIAL VEHICLES, TAXICABS, etc. A full line of TIRES, ACCESSORIES and PARTS. The only complete

Exhibition of Motorcycles and Their Accessories

to be shown in New York in 1910. The following Manufacturers of Motorcycles and their Accessories will exhibit:

MERKEL-LIGHT MOTOR CO.
THE CONSOLIDATED MFG. CO.
N. S. U. MOTOR CO.
AMERICAN MOTOR CO.
HENDEE MFG. CO.
THE HERRING-CURTISS CO.
HARLEY-DAVIDSON MOTOR CO.
READING STANDARD CO.
AURORA AUTOMATIC MCHY. CO.
GREYHOUND MOTOR WORKS.
THE PIERCE CYCLE CO.

EXCELSIOR SUPPLY CO.
THE NEW ERA AUTO-CYCLE CO.
ECLIPSE MACHINE CO.
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ROYAL MOTOR WORKS, INC.
THE MIAMI CYCLE & MFG. CO.
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S. D. MFG. CO.

THE 1910 INDIAN

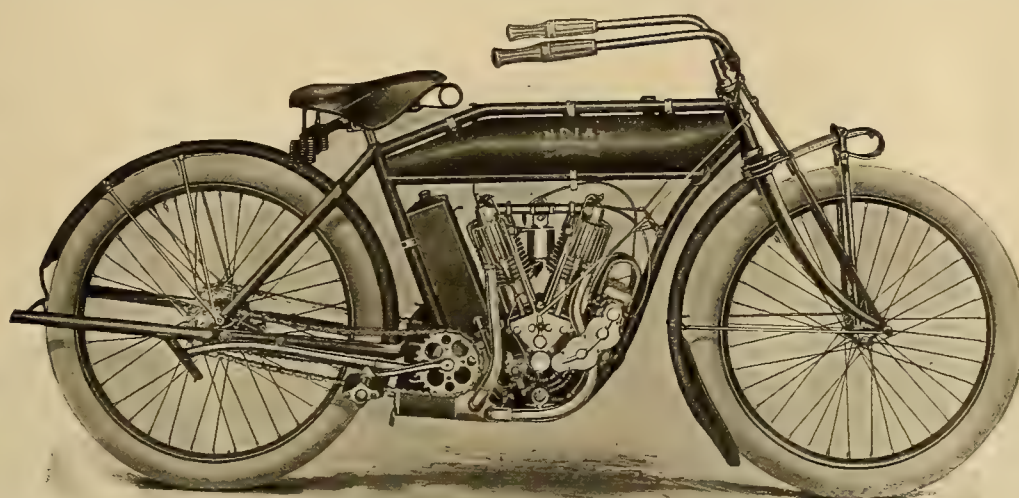
is a wonderful combination of original features scientifically designed and ingeniously simplified by refinements resulting from extended and severe tests.

Note what they say in England about the new Indian automatic mechanical oiler, after a critical comparison of the Indian at their great show with the best machines of Europe.

Motor Cycling (London) says: "The Indian mechanical lubricating oil pump claims its place amongst the three best improvements."

"As regards lubricating devices undoubtedly the feature of the show was the mechanical oil pump as fitted to the Indian, this device having proved its worth under most strenuous conditions. The interest shown in this pump, both by the public at large and by rival makers, was obvious."

No Experiments



Known Results

5 H. P. Indian—Greatest Roadster in the World.

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We will show the *Thor* IV
at NEW YORK, CHICAGO AND
BOSTON SHOWS. Don't wait
till then. DO IT NOW!

AURORA AUTOMATIC MACHINERY COMPANY

Thor Building, Chicago, Illinois.

Pedals

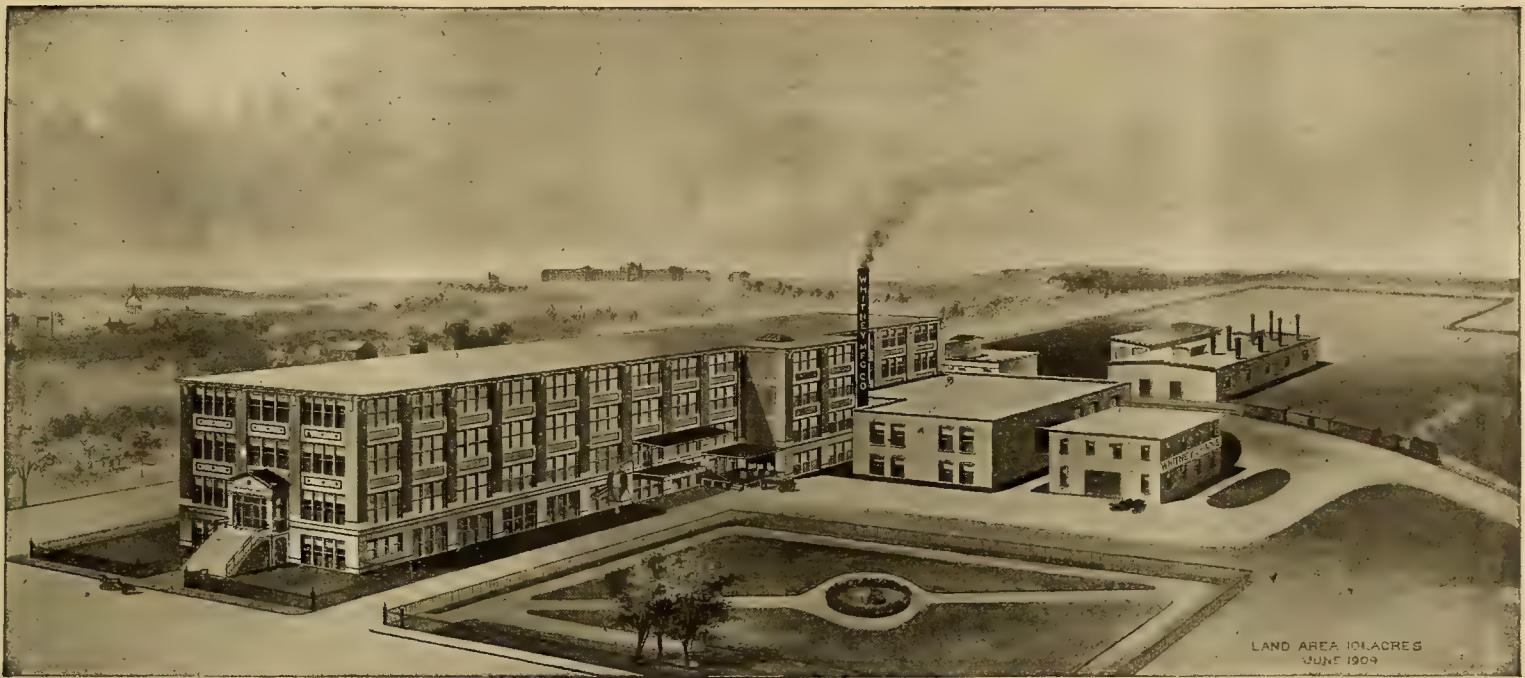
Toe Clips



Spark Plugs

**THE
STANDARD CO.**
Torrington, Conn.

The Hall Mark of all good bicycles.
It's stamped on every spoke.



"Whitney" Chains are made in one of the most modern of American fire-proof factories.



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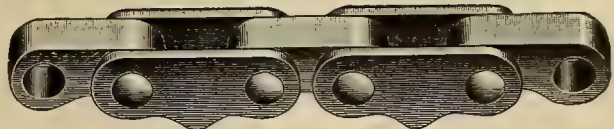
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D



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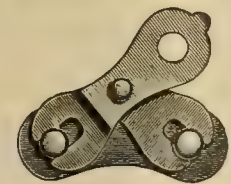


F

If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.

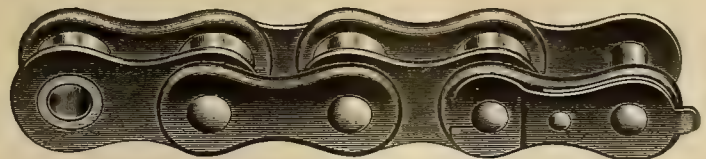


INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
For Motorcycles, Etc.

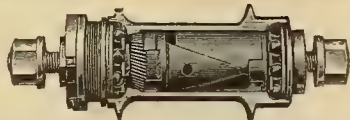


**New Patent
Safety
Connecting
Links**

For Bicycle and
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THE WHITNEY MFG. COMPANY
Hartford, Connecticut

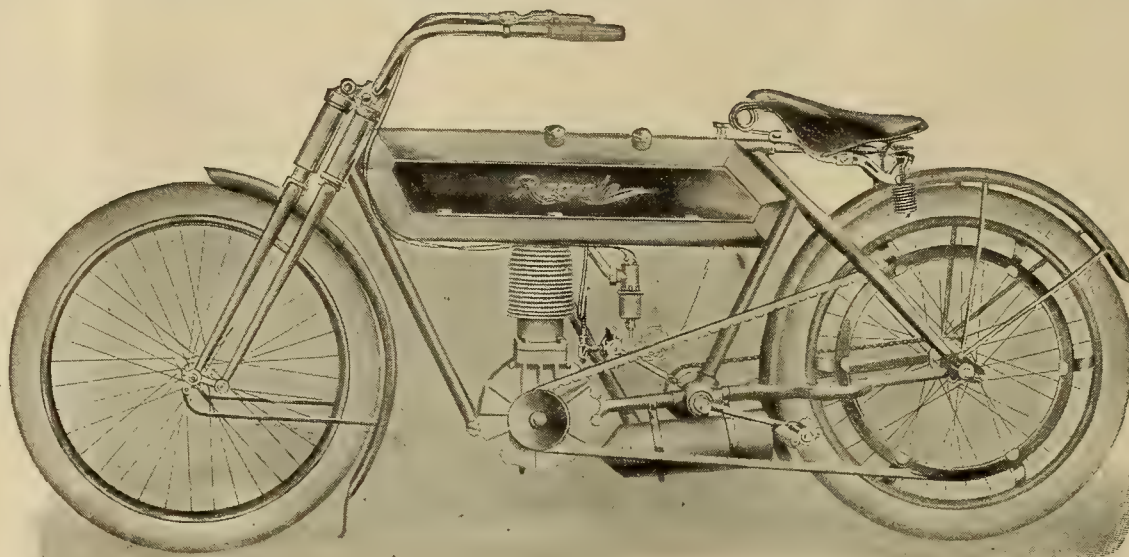


"The Armless Wonder"



YOU CAN'T AFFORD TO OVERLOOK

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H. P.



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the agency for

The 1910 Racycle Motorcycle

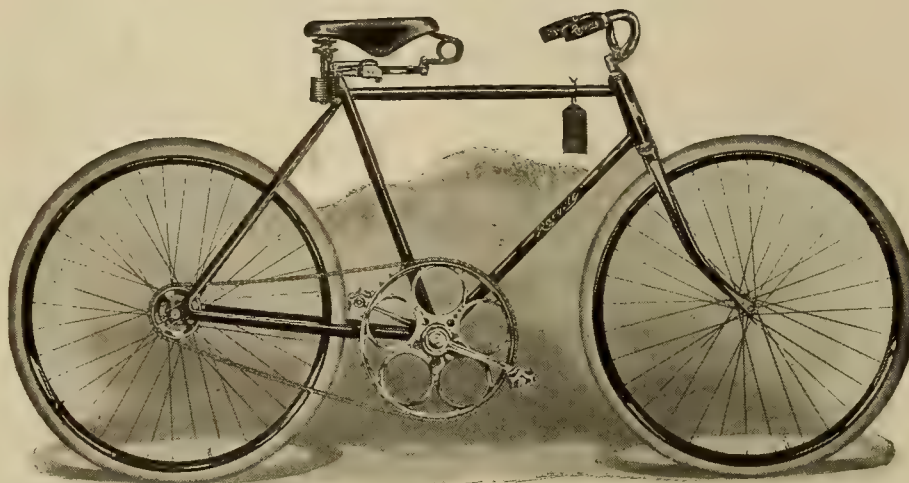
We will tell you why if you will write. Address Motor Dept.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE
Racycle

is the Best of all Bicycle Agencies and EVERYBODY KNOWS IT.

1910
Catalog
Now
Ready



1910
Catalog
Now
Ready

Ask the dealers who have the agency. We are entirely willing to leave it to them. They are our best reference. 1910 AGENCY PROPOSITION IS READY.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers.



"The Armless Wonder"



"The Armless Wonder" for Motorcycles

"The Armless Wonder" for Bicycles

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. I.X.

New York, U. S. A., Saturday, December 25, 1909.

No. 14

HERRING MUST PRODUCE PATENTS

Curtiss Brings Suit to Compel Him to Fulfill Obligations—Got Stock Without Giving Equivalent.

That Glen H. Curtiss, despite the success and fame as an aviator which he achieved during recent months, has not been wholly happy since he turned over his motorcycle and other business in Hammondsport, N. Y., to the Herring-Curtiss Co., has not been entirely a state secret. One of the contributing causes to this state of mind was made public early this week when it was made known that the company has filed an action in the State Supreme Court to compel Vice-President Augustus M. Herring to turn over his patents and other property to the company, and has obtained an injunction to restrain him from disposing of any stock he holds.

The Herring-Curtiss Co. was organized in March largely, it is now stated, through the instrumentality of Cortlandt Field Bishop and several other wealthy men interested in aeronautics. It was capitalized at \$300,000. Curtiss was made vice-president and manager of the new company, of which Monroe Wheeler was elected president and L. D. Masson secretary and treasurer, the latter having been Curtiss's financial sponsor for years.

Curtiss, who had built up the business from the proverbial shoestring, contributed his factory, knowledge and experience to the combination, while Herring was reported to have contributed various patents covering aeroplanes.

These aeroplane patents included features which it was expected he would utilize in the machine he was to deliver to the United States Army. Herring never delivered the aeroplane to the Government, and after numerous postponements the army officials declined to deal with Herring any further.

The Herring patents were expected to play an important part in the defense to the

suit recently brought by the Wright brothers against Herring and Curtiss. But it now transpires that the patents never have been turned over to the Herring-Curtiss Co. by Herring. The stock which was issued to him was payment for these patents, and the demand made for the patents through the courts was the first move in the effort to bring Herring to account. It is stated that there will be interesting developments when the case comes to trial.

The trouble in the company is entirely of an internal nature, its finances and its motorcycle interests not being involved.

Lewis Takes up Pennsylvania Tires.

Seneca D. Lewis, for many years identified with the cycle trade because of his connection with the Fletcher Hardware Co., of Detroit, has been appointed general manager of the Pennsylvania Rubber Co., Jeanette, Pa. After leaving Detroit and until the present time, Lewis has acted as advertising manager for the Winchester Arms Co. He will take up his new duties on February 1st.

Baker to Move Nearer to Broadway.

F. A. Baker & Co., Indian and Pierce distributors, who now are located at 37 Warren street, New York, have leased the premises 10 Warren street, which will about double their floor space and bring them within speaking distance of Broadway. They will not, however, take possession of the new place until February 1st.

Motorcycle Makers Call Meeting.

The meeting of the Motorcycle Manufacturers Association, which will occur in New York, during the Madison Square Garden automobile show, has been set for Monday, January 10th at 10 o'clock a. m. It will occur in Hotel Breslin.

Equipment Company in New Home.

The Motorcycle Equipment Co., Hammondsport, N. Y., have taken possession of its new concrete building, which is the largest factory structure in the town; it is of two stories, 30x115 feet.

TRADESMEN TO LUNCH TOGETHER

Business Meetings Will Make the Fraternizing Possible—Register for Visitors to be Established.

While the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers separately will meet and elect officers on January 12th, they will break bread together at luncheon on that day. The luncheon, like the business meetings, will take place in the Prince George Hotel, New York, so that no time will be lost by any of those who attend.

That the joint luncheon may be made the happier, invitations to partake of it will be extended to the bicycle and motorcycle manufacturers and to jobbers generally. As the date falls during the week of the Madison Square Garden automobile show, it is expected that the attendance will be thoroughly representative and that the promotion of good fellowship will prove "worth while." The luncheon will be of an informal character and if any speaking is done it will be short and also informal.

The committee in charge of the affair comprises W. J. Surre, Continental Rubber Works; De Witt Page, New Departure Mfg. Co., and L. Schwab, Stevens & Co.

In order that adequate preparation may be made and that no one may be overlooked, the committee will maintain a register at the Bicycling World's booth, No. 601, in the motorcycle section of the Madison Square Garden show, where it is desired that all members of the cycle trade inscribe their names and addresses while in New York.

Motorcycle Company in Kokomo.

The Kokomo Motorcycle Co., Kokomo, Ind., has been incorporated under the laws of that state, with capital of \$100,000. W. H. Gillman, J. D. K. Kennedy, L. C. Woodell, G. W. Charles and E. A. McGuire are named as directors.

SERVICE BICYCLE OF PROPER SORT

Excelsior Produces a Model Embodying Desirable Features—Spring Fork and Stand are Among Them.

Recognizing that not a few of the devices which have proved successful in the heavier work of the motor bicycle are distinctly applicable to the bicycle expressly intended for tradesmen's use, the Excelsior Supply Co., Chicago, Ill., has drawn liberally on its motorcycle experience in designing its new "service bicycle," the details of which have just been announced. Built for the use of butchers, grocers, bakers and others who

is regarded by the class of user for which it is designed.

Another thoroughly useful feature is the stand, which, like the spring fork, is borrowed from the motorcycle. It is attached to the rear forks, and when not in use swings up against the lower end of the rear mud guard, where it is retained by an automatic catch until again required to hold the machine upright while deliveries are being made. The equipment includes heavy service tires, Excelsior two-piece hanger, motorcycle type rubber handle bar grips and heavy spring saddle. From the accompanying illustration, the neat and clean-cut appearance of the machine will be seen. It will be observed that the carriers are left in such a way that they may utilize any de-

ABOUT THE USE OF BUFFING WHEEL

Why Its Speed is Important to the Work in Hand—Too Often Treated Like the Emery Wheel.

One profitable source of revenue which is plentiful and easily obtained during the winter season, but which is neglected by most repair shops, is that to be derived from restoring with a buffing wheel the original luster of dulled nickel and brass on machines which are brought in for repairs. Most repair shops of any pretensions boast of an emery wheel, but few of them are equipped with polishing wheels, and in the infrequent instances where they do constitute part of the equipment, they often are run at incorrect speeds for the work for which they are adapted. In fact it is the exception to find buffing wheels run at the proper speeds save in establishments where buffing and polishing is part of the routine work.

Usually in repair shops where they are used buffing wheels are treated like emery wheels in regard to speed, although the latter from the different nature of the work which they perform, require a surface speed only half as great as the buffs.

Where buffs are used in connection with manufacturing they run at a speed of approximately 3,000 revolutions a minute for a 12-inch wheel, and even 14 inch wheels often are run at that speed. When the diameter of the wheels drops below 10 inches, 3,000 revolutions per minute no longer is an economical speed, and either the spindle shaft should be speeded up or the wheel should be discarded for a new one. It also is essential that the wheel be kept well charged with tripoli, as this is the agent which does the work and if the wheel is insufficiently fed with it the cutting action will be transferred to the fabric, which will rapidly go to pieces.

Parts to be buffed should be held firmly, as owing to the high speed of the wheel, if lightly grasped they are liable to be whipped out of the hands with possible damage to the person or surroundings. The work also should not be forced against the periphery of the wheel too strongly as it causes flexing and spreading of the cloth layers, and which at the high speed employed causes them to unravel rapidly. When the wheel is placed on the spindle precaution should be taken to tighten securely the locking nut, and furthermore it should be tried frequently, for the conditions are quite favorable for it spinning off the shaft if neglected and if this occurs the clamping discs and wheel will follow with results almost certain to be disastrous. If there is room for them it is wise to use two nuts. Another point which ought to be looked out for is the bearings. If allowed to run loose, the shaft is apt to rattle and tear its way clear of the stand.



NEW EXCELSIOR "SERVICE BICYCLE"

require a cheap and expeditious method of delivering goods, the new machine is constructed with the idea of condensing into one "solid" machine, the strength ordinarily deemed sufficient for several bicycles of the ordinary pleasure type. In doing this, however, due care has been taken not to make the weight excessive, nor the design clumsy.

It is in this connection that the motorcycle designer's notebook has been called into requisition. The frame is materially strengthened in all points of known weakness, and is equipped with a substantial spring fork. This device is practically a reproduction of the fork which is used on the Excelsior motorcycle, but constructed in a much lighter way. It is therefore calculated to withstand much heavier shocks than the ordinary bicycle fork ever would receive in normal service, while relieving the carrier and its load of all unnecessary vibration.

The front and rear carriers are made of seamless steel tubing, and therefore combine great strength with lightness. In keeping with other portions of the mount, they are practically damage-proof, and therefore increase the value of the machine as an investment, which is the way it

sired form of receptacle which may be convenient.

New Men in Goodyear Tires.

In accordance with the company's plans for immediate expansion, several new shareholders have been taken into the Goodyear Tire & Rubber Co., of Akron, O. One of the new men to enter the company is Frank H. Adams, who takes the office of treasurer, which heretofore has been combined with that of vice-president and held by C. W. Seiberling. The new treasurer is a son of Frank Adams, who leaves the position of cashier of the Akron First National Bank to assume his new duties. In addition to erecting two large new buildings on the east half of its 12 acres property, the company has purchased the abandoned plant of the defunct Akron China Co.

Racing Man Becomes Branch Manager.

The Wisconsin Motorcycle Co., with headquarters in Monroe, and which has the state agency for Indian motorcycles, has established a branch in Milwaukee at 185 Third street. Harvey Bernard, previously with the Harley-Davidson Motor Co., and who is one of the best known racing men in the west, will manage the branch.

MIXING THE AIR AND THE GASOLENE

Proper Solution of the Problem not Wholly Solved—Advantages Arising from Use of Wire Gauze.

It is safe to say that when the design of carburetters is more thoroughly understood many of the difficulties which now beset the successful operation of the gasoline engine will vanish into thin air. Many makers attempt to manufacture a carburetter without a proper understanding of the conditions of carburetion, with the result that their devices perform their functions in an uncertain and inefficient manner, and contribute largely to the erratic running of the engine. Carburetion briefly is a mixture of gasoline vapor with air, the vapor being absorbed by the air similar to the absorption of water by a sponge and the mixture forming an explosive gas. In some types of carburetters it has been found by experiment that their efficiency is considerably increased by the insertion of wire gauze in the inlet pipe, but whatever advantages accrue from the use of such a device depends largely upon local conditions in the carburetter.

Along with many other devices, among them the vane wheel in the inlet pipe, long inlet pipe, heaters for air and gasoline and innumerable types of spraying nozzles employed to aid in a more thorough diffusion of air and gasoline the wire gauze is used for that purpose. While there are objections against its use, on the other hand, it has the advantages of being efficient without moving parts, compact, silent and inexpensive to apply. Passing the mixture through several layers of fine gauze tends to cut up and mix intimately the liquid and air; it provides a staggered route through which the mixture must go and owing to the small openings and many obstructions any particles of gasoline are shattered into an atomized state.

The value of gauze for producing a spray has been demonstrated successfully in apparatus used for spraying fruit trees to protect them from the ravages of insects. With this apparatus is used a nozzle with cylindrical bore which throws a jet of liquid against a screen which chops it into a fine mist. This breaking up of the stream lends strength to the theory that when the proper size of screen is used the form of nozzle employed has little if any bearing on the results attained. Additional evidence of the increased efficiency attending the placing of gauze in the inlet pipe has been indicated in experiments wherein the more rapid or more thorough vaporization of the gasoline caused frost to form around the air inlet. Considerable experiment is necessary to determine the proper mesh of gauze to use, for if too fine a mesh is used it will impede the passage of the mixture

and become clogged easily with dust, thus having a throttling effect. Where oil is mixed with the gasoline it naturally will deposit a film on the gauze and thus tend to assist in the collection of dust.

Where the design of the inlet pipe will permit it, it sometimes is possible to use two or even three layers of screen without strangling the engine. This also is advantageous where back-firing occurs, for where it is frequent and only one layer is used it sometimes permits the flame to escape past it and reach the mixing chamber of the carburetter. It practically is impossible for a flare-back in the inlet pipe to pass through several layers of mesh. One of the best methods of inserting the gauze in the passage is to cut it to a size slightly smaller than the inside diameter of the pipe and solder to a pair of narrow hoops which are a close fit in the pipe or some part of the mixing chamber above the jet. Another method is to cut a piece of gauze to the diameter of the flange at one of the pipe unions and set it into the shoulder of the union nut and connect up the joint. Where there is more than one joint in an inlet pipe different sizes of gauze can be tried.

The best results are attained with the use of gauze with a carburetter in which the fuel after it leaves the nozzle is maintained chiefly in suspension in the air. If the carburetter is so constructed that the merging of the auxiliary air column with that carrying the fuel causes the latter to be diverted against the pipe walls or if the throttle location or operation causes a like action the advantages of gauze will be minimized. Under these latter conditions the fuel will be in contact chiefly with the walls of the induction system and will not be distributed over the gauze. By depressing the center of the gauze more can be used than when it is placed square across the passage, and if the cup be so formed so that its center will be nearest the inlet valve it will have a funnel effect in assisting the passage of the mixture.

To Lessen Carbonizing Evil.

The carbonization of piston heads and the walls of the combustion chamber is a condition which is generally regarded as inevitable after the machine has seen considerable service. While fully aware that his engine while in use is gradually accumulating carbon incrustations the average rider frequently attributes this condition to operative defects which are due to other causes. Nevertheless considerable trouble is occasioned by these deposits, the presence of which is recognizable by well known symptoms. As with most other evils which afflict gasoline motors methods of prevention and of cure both are desirable of application. The avoidance of too rich or imperfectly combined mixtures and the use of a not excessive quantity of a high grade of lubricating oil are obvious methods of prevention.

INFLATION BY CARBONIC ACID GAS

Recent Experiments Again Show Superiority of Air—Gas Escapes Quickly and is Injurious to Tires.

Because carbonic acid gas is capable of being liquified and thereby reduced to remarkably small volume, it frequently has been proposed to use it for tire inflation purposes. It has been proved that what would be gained in this way, owing to the ready facility for transporting the gas for inflation purposes in very small cylinders, would be more than counteracted due to the readiness with which the gas permeates the rubber and canvas structure of the tire and makes its escape. Nevertheless, so alluring is the project in itself and so cheap the gas, that the suggestion of using it in this way is constantly recurring. On this account recent experiments affording a comparison between the effects of air and carbonic acid in tires is interesting and instructive.

For the experiment six large pneumatic tires of the same size were inflated at the same time to 100 pounds pressure. Three of them were filled with air and the remaining three with gas. After seven days interval a pressure gauge was applied to each tire. Those having air were found to show exactly 92 pounds in each case. Those which had been filled with carbonic acid stood, respectively, at 41, 50 and 51 pounds.

Thus with air the leakage was found to amount to something like 11-7 per cent. a day; while with the gas it averaged about 7½ per cent. a day. It will be apparent, therefore, that were the carbonic acid to be used regularly, there would be considerable danger of rapid deterioration in the tires unless they were inflated at frequent intervals, owing to the fact that most of the time they would be running on less than the correct normal pressure.

To Prevent Mysterious Leaks.

Whenever an inner tube is being replaced before inserting it in the tire the valve stem packing nut should be tried to make certain that it is tight, particularly if the tube is a new one. Quite frequently this nut is not drawn up full when the valve is inserted at the factory, or if the tube has lain for a long time in a widely fluctuating temperature there is likely to be a slight contraction of the rubber between the nut and valve seat so that when the tube is inflated a mysterious leak occurs.

How to Protect Brass Lamps.

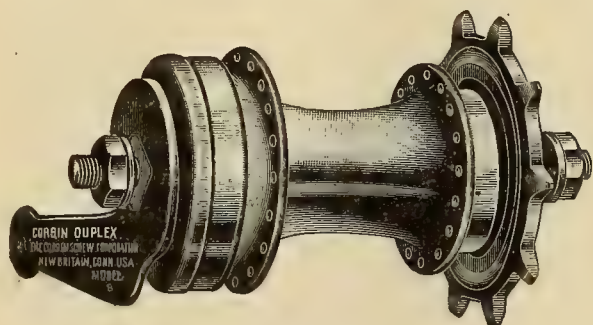
An excellent method of protecting brass lamps or other articles of such material exposed to sea air, from tarnishing or corrosion, is to wrap them in cheesecloth which first has been saturated with clarified light mineral oil.

Like many others,

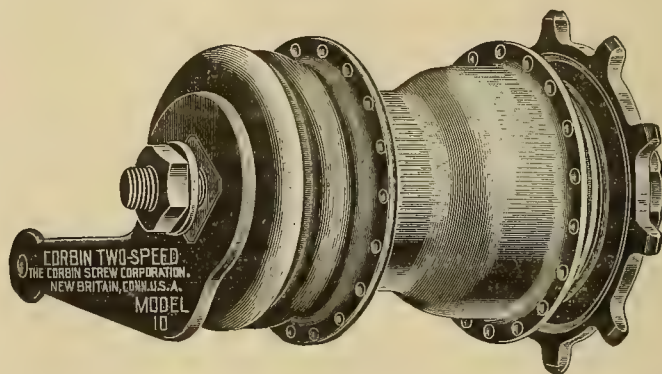
ANOTHER YEAR IS PASSING INTO HISTORY

as a year of

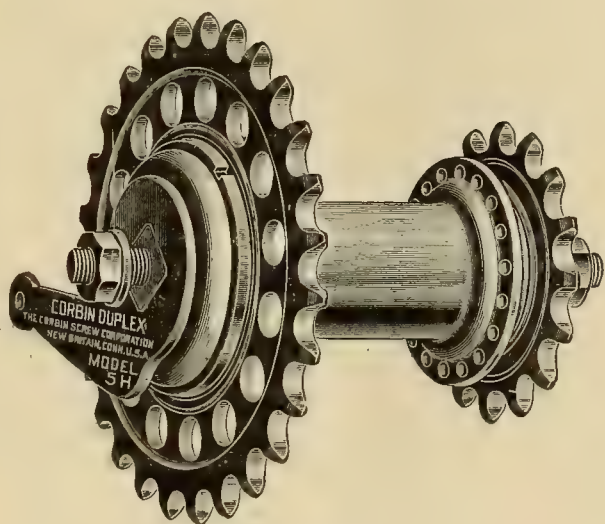
Corbin Satisfaction



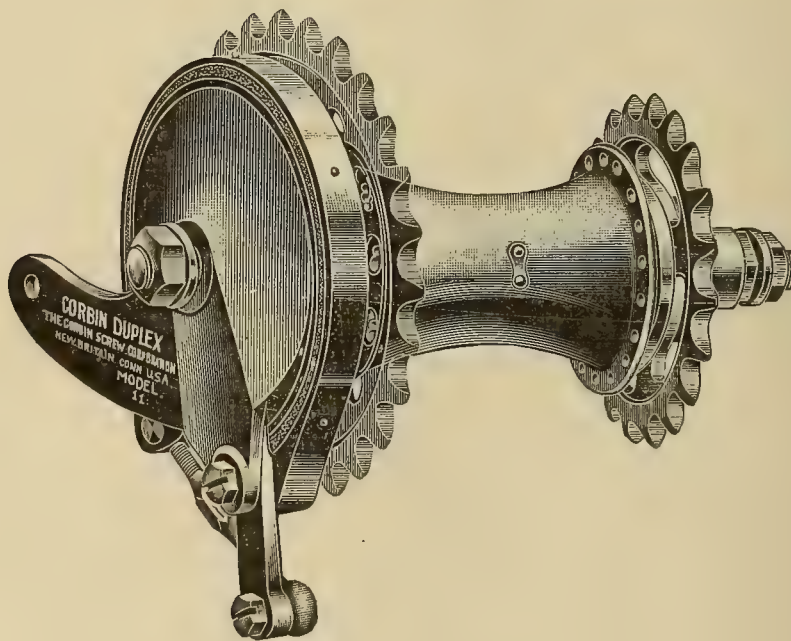
Standard



Two-Speed



Standard



Backpedaling Band

Corbin Coaster Brakes

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NEW BRITAIN, CONN.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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Address us at P. O. Box 649.

NEW YORK, DECEMBER 25, 1909.

The Madison Square Garden Show Numbers of the *Bicycling World* and *Motorcycle Review* will bear dates January 8th and 15th. The former will contain a forecast of the exhibits and the latter detailed and illustrated descriptions of all of the motorcycles displayed.

Chicago's Practice of Extortion.

It is such actions as that of the Chicago aldermen in imposing a wheel tax of \$10 per year on motorcycles that has caused aldermen generally to be viewed as laughing stocks and objects of derision.

It is so plainly an act of extortion and oppression and so lacking in even horse-sense, that if the aldermen themselves cannot be brought to see clearly, it appears as if no court of justice would refuse to issue an injunction restraining the collection of the tax until its reasonability shall have been passed upon. For having been fought to an unsuccessful issue by the Chicago automobilists, which fight resulted in the tax being declared legal, it does not seem likely that motorcyclists can wholly escape; and as horse-drawn vehicles also bear the tax, its application to all classes of road users is equal and exact in principle, if not in amounts.

When this principle obtains there is not

much room for great dissention. But to require a motorcycle having only half as many wheels, weighing less than one-fifth as much, and of corresponding value, to bear a tax twice as great as that applied to certain types of automobiles—well, such taxation could spring only from an aldermanic board. It is not short of extortion, the extent of which best may be illustrated by the case of a man or boy who purchases a second-hand motorcycle, for say, \$40. At the Chicago rate, he would pay 25 per cent. of its value in taxation each year.

The amount of the Chicago tax is a hindrance to the sale of motorcycles and the growth of motorcycling. The effort to relieve the burden is one in which the F. A. M. can well afford to share.

About 1/2-inch Pitch Roller Chains.

Bicycle manufacturers, and chain manufacturers, too, will do well to give more than passing notice to the opinions regarding the merits of the 1/2-inch pitch roller chain expressed by a veteran and disinterested tradesman in last week's *Bicycling World*. One bicycle manufacturer already has done so on a restricted scale, and the others at once should put the opinions—and the chain—to the test, which if it bears out the opinions, should cause at least a fairly general adoption of the half-inch chain on all high grade bicycles, at least. For anything that improves the transmission of power and adds to the smoothness and sweetness of running, should, ipse facto, be made a part of the high grade mount.

The theory involved in the 1/2-inch pitch roller chain is such that the wonder is that it has not commanded earlier and more serious attention. It is a matter of rolling motion as opposed to the sliding motion of the block chain; a matter of more links and therefore greater flexibility; more sprocket teeth, therefore more points of engagement and more even and more constant application and transmission of power. The factor of increased friction due to the greater linkage enters into the case, but it scarcely affects it seriously, for to obtain the best results from even the one-inch block chain, it must be kept clean and well lubricated. The possible difference in this respect doubtless will be found to be more than offset by the difference between the sliding and the rolling friction of the two types of chain.

The test of actual use, however, is worth several tons of theory and the utterances of those who have employed the 1/2-inch roller

pitch chain, including the bicycle manufacturer who is applying it to a special model, are such that for self-interest and for the good of cycling and cyclists, manufacturers generally should lose no time in not merely approaching but in taking hold of the subject.

Motorcycle manufacturers were not slow to discover the advantages of 5/8-inch pitch roller chains and to cast out the 1-inch blocks they previously employed, which suggests that what was good for the motor ought to prove even better for the man.

Effect of Roads on "Destiny."

A. W. Wall, the English inventor, who has sought to solve the old problem of converting pedal-pushed bicycles into motorcycles by attaching to the former a third wheel which mounts a miniature power plant, evidently is possessed of the sanguine temperament that goes with the inventive mind.

Recently, when illustrating and describing his device, the *Bicycling World* remarked that "though it may serve on hard unrutted pavements, it is certain it never will prove practical on the unimproved dirt roads of America," which remark Mr. Wall things is "disparaging," and "undeserved." He adds: "We hope you may shortly have an opportunity of making a practical test on your American roads in order that you may disprove the statement referred to and in fairness correct a statement which might injuriously affect a new movement which seems to possess far-reaching destiny."

It is greatly to be feared that Mr. Wall is not only unduly optimistic, but is inclined to be supersensitive and sadly lacking in knowledge of American roads and some other things. For from the American viewpoint, his "new movement" is a very old one. The list of kindred devices which in their inventors' minds "seemed to possess far-reaching destiny" is not a short one. The number of men who saw princely fortunes in a device that would convert the millions of old bicycles into motorcycles and give the owners of new ones the ready choice of propelling or being propelled, as suited the individual fancy of the moment—the number of such men is far larger than Mr. Wall may suppose is the case. All of them sowed disappointment and disappointment was what most of them reaped. No "converting" attachment ever made more than a ripple in the pool.

Although his device is strongly suggestive of the Singer "motor wheel," one of the

earliest devices to appear abroad, and which now is little more than an interesting memory, it may be that there is a greater destiny marked out for Mr. Wall's "wheel"; but we repeat our opinion that except on smooth, unrutted roads it is not likely to cut much of a figure in America. At any time the contrary is proved we very cheerfully will correct the statement that annoys Mr. Wall.

If he carries out his intention of demonstrating his invention in America, Mr. Wall, whose letter head, by the way, states that his company is "motorcycle manufacturer to the British and German War Departments," and "Crown agents to the Colonies," whatever that may mean, will do well to keep close to the cities and far away from the southern and western rural districts where the many other "attachments" found most of their fleeting favor. For if any demonstrator of a three-wheeled contrivance is forced to plow through deep shifting sand or to ride in a horse or a wagon track or a rut no wider than one's hand and with a ridge of earth on either side—if he is forced to do this and to jump ruts from two to ten inches deep, and be tossed in the air by "water breaks" and "thank-y-marms," and lovely "niggerhead" stones, that demonstrator is likely to add greatly to his stock of knowledge, and to become convinced that half a motorcycle is worse than no motorcycle at all.

With due respect for Mr. Wall, we claim to possess superior knowledge of the unimproved dirt roads of America and that knowledge long ago taught us that anything that adds an extra wheel to a bicycle and thereby increases its tread, is impossible on such roads. It is the better part of wisdom for even an inventor to be wise in time.

It appears possible that Cycling, of London, like the English motorcycling publication, is unaware that there is such a country as America. The London journal, which is old enough to know better, and of which better is expected, prints a table of alleged world's records in which no cognizance is taken of the performances made on this side of the water. Some of Cycling's "world's records" were wiped off the slate quite a few years ago.

"Enclosed find renewal of my subscription for the Bicycling World and Motorcycle Review. I always greatly enjoy it."—F. A. Johnston, Pueblo, Col.

E. C. STEARNS AIDS POPE MEMORIAL

Famous One-Time Bicycle Manufacturer
Contributes to the Fund—Harris Says
All Should Do So.

Two additional subscriptions for the projected memorial to Col. Albert A. Pope, bring the total of the fund to \$2,428.60. One of the subscriptions came from one of Col. Pope's old business competitors, E. C. Stearns, of Syracuse, N. Y., whose Stearns bicycles were among the most famous that this country ever produced. They were taken over by the short-lived bicycle trust and since that time Mr. Stearns has devoted himself to typewriters and hardware specialties. He is the first of the one-time bicycle manufacturers to take cognizance of the movement to honor the departed founder of the bicycle industry. The other subscription, one of \$25, is from D. P. Harris, of the D. P. Harris Hardware Co., New York.

"Put me down for \$25," said Mr. Harris with his accustomed cheerfulness. "I should have been on the list long ago; everybody in the business should be on the list. It's an honor to be there. It's the least we can do to show our appreciation of all that Col. Pope made possible for all of us."

The subscriptions to date are as follows:

Bicycling World Co., New York....	\$100.00
John S. Leng's Son & Co., New York	25.00
Will R. Pitman, New York.....	5.00
St. Louis Cycling Club, St. Louis, Mo.	58.00
R. F. Kelsey, New York	10.00
R. G. Betts, New York	20.00
J. J. O'Connor, New York	2.00
A. C. Church, Englewood, N. J.....	5.00
Miss F. A. Clark, Hartford, Conn....	2.00
F. B. Widmayer, New York	5.00
Elliott Mason, Westfield, N. J.....	10.00
Consolidated Motorcyclists, Inc., Keene, N. H.	10.00
Original employes of Hartford Rubber Works Co., per E. H. Brandt—	117.00
Present employes of Hartford Rubber Works Co.	12.00
Persons Mfg. Co., Worcester, Mass.	100.00
F. P. Prial, New York	10.00
James Joyce, New York	25.00
W. J. Morgan, New York	5.00
Amos Shirley, New York	10.00
Eclipse Machine Co., Elmira, N. Y..	10.00
R. D. Garden, New York	25.00
D. J. Post, Hartford, Conn.	25.00
L. M. Wainwright, Indianapolis....	25.00
John C. Wetmore, New York	10.00
Emil Grossman, New York	10.00
Hearsey-Willis Co., Indianapolis....	10.00
F. A. Baker & Co., New York.....	10.00
B. F. Goodrich Co., Akron, O.	25.00
John S. Prince, Springfield, Mass....	5.00
W. H. Crosby, Buffalo, N. Y.	10.00
S. A. Miles, New York	25.00
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Henry Goodman, New York	5.00
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Motorcycle Pub. Co., New York....	10.00
A. J. Musselman, Chicago	5.00
F. J. Wagner, New York	10.00
Burley B. Ayres, Chicago	5.00
Diamond Rubber Co., Akron, O.	25.00
G & J Tire Co., Indianapolis	25.00
Robert Bruce, Clinton, N. Y.....	5.00

COMING EVENTS

December 31, New York City—Prospect Wheelmen's fourth annual New Year's Eve midnight race to City Island and return; open.

January 8-15, New York City—Motorcycle section, Association of Licensed Automobile Manufacturers' tenth annual show in Madison Square Garden.

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

January 24-29, Newark, N. J.—Eight hours a day six days race in First Regiment armory.

March 2-3, Keene, N. H.—Consolidated Motorcyclists' second annual bicycle and motorcycle show.

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

Officials, office employes and traveling men Pope Mfg. Co., Hartford.	383.00
Employes Pope Mfg. Co., Hartford factory	326.60
Continental Rubber Works, Erie, Pa.	25.00
A. G. Batchelder, New York.....	10.00
Hendee Mfg. Co., Springfield, Mass..	25.00
Alexander-Seewald Co., Atlanta, Ga.	10.00
Emblem Mfg. Co., Angola, N. Y.....	10.00
C. T. Kilbourne, New York.....	5.00
New Departure Mfg. Co., Bristol, Conn.	100.00
Theodore F. Merseles, New York ..	25.00
A. D. Peck, Boston, Mass.	5.00
W. D. Wilmot, Fall River, Mass....	10.00
Century Road Club of America.....	10.00
Fred E. Mommer, New York	5.00
John H. Valentine, New York	10.00
Walthour & Hood, Atlanta, Ga.	10.00
Badger Brass Mfg. Co., Kenosha, Wis.	10.00
A. L. Garford, Elyria, Ohio	100.00
Frederick G. Bourne, New York.....	10.00
Fisk Rubber Co., Chicopee Falls, Mass.	25.00
The Standard Co., Torrington, Conn.	25.00
E. G. Robertson, Baltimore, Md....	1.00
Harry W. Turner, Manchester, Eng.	1.00
Kirk Munroe, Cocanut Grove, Fla..	5.00
Joseph Goodman, Hartford, Conn..	25.00
Ralph Temple, Chicago	10.00
Dai H. Lewis, Buffalo, N. Y.....	10.00
C. E. Peterlin, Grand Rapids, Mich..	15.00
Arthur N. Jervis, New York	5.00
S. Wallis Merrihew, New York.....	5.00
A. Schrader's Son, Inc., New York..	15.00
Charles E. Miller, New York	10.00
W. W. Stall, Boston, Mass.....	10.00
Century Road Club Association	15.00
American Wood Rim Co., Onaway..	25.00
Fred C. Gilbert, Detroit, Mich.....	5.00
Kokomo Rubber Co., Kokomo, Ind..	25.00
Friends in Boston, Mass.....	200.00
James A. Quigley, Boston, Mass....	5.00
Empire City Wheelmen, Brooklyn, N. Y.	16.00
L. J. Berger, Chicago, Ill.....	5.00
Century Road Club of America, New Jersey Division	5.00
Frank M. Dampman, New York.....	5.00
H. A. Glieman, New York	5.00
C. H. Gray, St. Louis	5.00
E. C. Stearns, Syracuse, N. Y.....	10.00
D. P. Harris Hdw. Co., New York..	25.00

CHICAGO TRIES A "SHAKE-DOWN"

Wheel Tax Gives Aldermen Excuse for Attempting Extortion—Motorcyclists Aroused and Fighting Hard.

Chicago's board of aldermen played a mighty un-Christmaslike trick upon the motorcyclists of that city. In other words, they have handed the motorcyclists an exceedingly alopathic dose in the form of a wheel tax that is not short of an extortionate shake-down. No notice that the subject was coming up had been permitted to escape, the riders being taken wholly by surprise, and as though to add insult to injury, the mayor, hitherto regarded as a level-headed person, promptly signed the ordinance, and unless the law is repealed all motorcyclists who use the streets of the city hereafter will be mulcted \$10 per year.

The "wheel tax ordinance" of Chicago now has become as famous as the so-called "Jersey justice." About two or three years ago the board of aldermen decided that the city treasury should contain more money. At the time a "wheel tax" originally intended to apply to heavily loaded trucks that really do wear asphalt and macadam streets, was in operation. So the aldermen, grasping eagerly this frail excuse, decided to "soak it to" the automobilists of the city. The latter fought hard, but the courts decided against them, and perforce they surrendered. Apparently more money was desired, and as motorcyclists appeared shining marks, they were "shaken down." The motorcyclists of the city, however, have not been and do not intend to remain inactive. They have been more aroused than ever before and are putting up a good fight.

The ordinance was passed last week. Originally the text of the measure provided that motorcycles should be taxed \$5 per year. When it came up for consideration Alderman Nolan tried to have it amended to make the fee \$2.50 per year, but the council finally decided that \$5 was not enough and had the effrontery to boost the price to \$10, and to pass it.

As soon as it was known that the ordinance had been passed and had been sent to the mayor for his signature, which was necessary in order for it to become a law, the motorcycle interests got busy, C. H. Lang, president of the Chicago Motorcycle Club, being particularly energetic. A committee was formed and a letter sent to the mayor, pointing out why he should not sign the measure. The mayor, though, perhaps for political reasons, turned a deaf ear and affixed his name to the document.

The enforcement of such an ordinance would mean a severe blow to the motorcycle industry in Chicago, for there are many hundreds of persons who would hesitate before buying a machine when they knew they must pay \$10 a year for the priv-

ilege of riding it. This especially would be true in the sale of second-hand machines.

As certain types of automobiles are taxed but \$5 per year, it is not surprising that a determined fight is to be made to secure, if possible, the repeal of the measure. Individual motorcyclists have been importuned to protest to their aldermanic representatives, the dealers have joined forces to secure legal representation, while the club has appointed a committee to work toward the eradication of the law. A petition has been sent to the board asking it to reconsider the ordinance, which cites the following ten reasons why motorcyclists should not be taxed:

1. A motorcycle does not damage the city streets.

2. The enforcement of such an ordinance would deprive many people of beneficial exercise and check the healthy sport of motorcycle riding.

3. A \$10 wheel tax upon motorcycles is 10 per cent. or more of the investment, and no other municipality ever has levied such high taxation.

4. A majority of the riders are under 21 years of age, and minors are exempt from taxation.

5. The motorcycle industry which although in its infancy, represents many thousands of dollars, would be incalculably impaired.

6. The exactment of a yearly tax is unfair as motorcycles are used only six or seven months in the year.

7. Essentially the motorcycle is a vehicle of pleasure and as such should not be taxed. The revenue derived therefrom would be small as many would stop riding.

8. As the city built parks expressly for the purpose of getting people to breathe fresh air and to take exercise, why should a person who chooses a motorcycle for the same purpose be compelled to pay for it?

9. Years ago a similar ordinance was passed taxing bicyclists, but it was repealed for the forstated reason.

10. We deem the taxation of motorcycles unconstitutional according to the provisions of the "Vehicle law." The Supreme Court of Illinois, in defining motor vehicles and providing for their registration, clearly "excepts motor bicycles," and the same consideration for this means of personal recreation and physical exercise should be granted by the city of Chicago.

To Start the New Year Speedily.

Plainfield, which is the New Jersey home for many New York commuters, will have its first motorcycle race meet on New Year's day. Joseph Gunn, a Newark newspaper man, and Claude Archibald Holgate, who once was the press agent for the Newark Velodrome, have made the necessary arrangements with the Plainfield Driving Club, and the meet will take place Saturday afternoon, January 1st, providing, of course, the track is not covered with snow on that day. The course is a half mile oval with wide turns.

TOO COLD FOR RECORD BREAKING

Zero Weather at Indianapolis Affects Carburettors—Huyck Makes Fastest Time on Resurfaced Track.

Due to the Arctic weather that prevailed in Indianapolis, Ind., Friday last, 17th inst., there were no motorcycle records broken at the 2½ miles Indianapolis Motor Speedway, which, since the Federation of American Motorcyclists' annual meet was there last August, has been resurfaced with brick. It is thought the brick will make it not only a safe, dustless course, but one faster than the old surface. A two days' automobile meet had been scheduled for Friday and Saturday last, but because of the intense cold it did not prove much of a success. Three motorcyclists tried for the mile record on the first day, but proper carburetion was difficult to obtain and no startling times were recorded. Fred Huyck, on a 7 horsepower Indian, made the fastest trial in 52.60 seconds; the next fastest time was made by John Merz, Thor, in 54.56 seconds. The other candidate was John Sink, also on a Thor; his time was 64.28 seconds. Huyck had expected to try for long distance records, but was unable to do so because of his oil and carburetter freezing. Huyck's face also was frozen and caused him considerable pain.

To Abolish Fictitious Prize Values.

The German Tracks Association committee intend to look into the matter of prizes as they appear on race programs and prizes as they actually appear in specie. Some tracks really pay the large sums set forth; but others do nothing of the kind, the money received by the riders being but a fractional part of the printed amounts. Whether and how far this practice of stating fictional amounts is traceable to collusion between track managers and professionals in receipt of factory percentages on money prizes, or whether small track owners adopt it for the sake of appearances, and do not suffer themselves to be influenced by riders, it would be hard to determine. Anyhow, the fact remains that, of late, factories and factory riders have frequently gone to law over discrepancies of the nature in question.

New Date for Newark's Six Days.

The Newark (N. J.) six days race, eight hours a day, which was scheduled for next week, has been put back. According to Newark advices the race will not be held until the week of January 24-29, beginning at 1 o'clock Monday, the former date. A change of venue also has been made, it is stated, from Essex Troop armory to the First Regiment armory. In the first named hall a 12 laps track would be the largest saucer possible to erect, while on 11 laps bowl can be gotten into the latter armory.

EFFICIENCY OF MAN AS A MOTOR

Official Tests Covering Many Years Prove Him Superior to Engines—How the Experiments were Conducted.

Efficiency, a term which highly technical people love to juggle with, generally speaking, is more or less "over the head" of the man in the street, for the very good reason that it expresses nothing with which he is actually familiar in his daily experience. Recently completed experiments, of particular interest to cyclists, however, may tend to remove this obstacle to the understanding of the word, because they afford a method of comparing in exact terms the performance of the bicycle rider with the motorcycle engine. The experiments in

of heat are lost by radiation, in addition to the heat so lost when the body is at rest. In other words, of 100 per cent. of heat equivalent in food taken into the system of the victim, 20 to 22 per cent. was available for purposes of propulsion on the bicycle, in the case of these tests. From this it develops that the most ingenious contrivances of man's invention hardly exceeds in economy the wonderful automatic processes of nature's highest achievement. As a matter of fact, the average gasoline engine, such as is used for motorcycle propulsion, seldom returns in useful work more than 15 to 18 per cent. of the total heat available in the fuel, while only a very few of the most elaborate engines ever built run much over 20 per cent. in efficiency.

In the tests in question, the external work was measured by means of an "ergometer," which is a very long name for a bicycle in

erated in the body when at work, as compared with its heat generation when at rest, thus could be determined. This was found to be about four times the amount generated in the ergometer, the external useful work of which the body was capable, in other words. From this determination, the efficiency, or the ratio between the useful and non-productive work was readily found.

Although the final result of the complete investigation has only just been published, the actual tests with the ergometer were for the most part performed several years ago. During the latter part of 1904 and the early part of 1905, Nat Butler, the well known veteran bicycle racing man, acted as the subject and rode imaginary races within the "cage" of the calorimeter for many hours at a time. Tests also were made at different times upon others who were not professional bicycle riders.

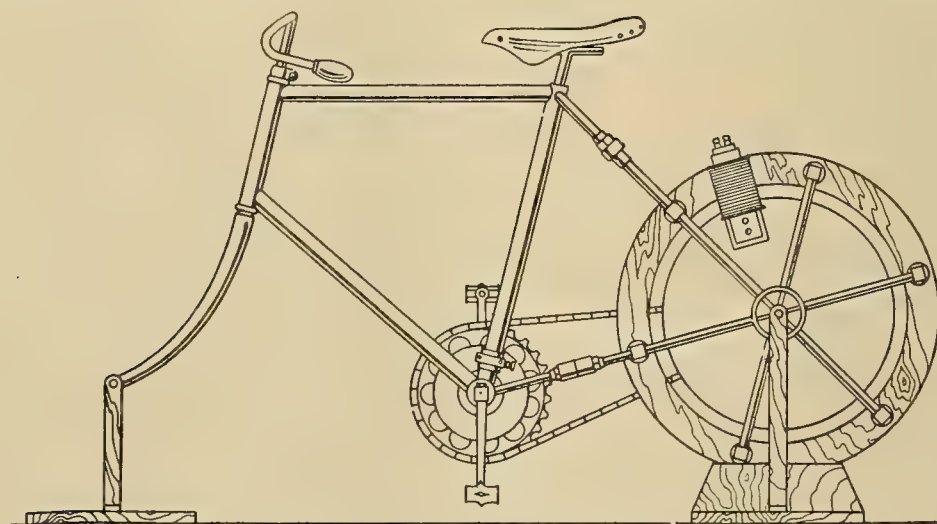
The experiments constituted one portion of a long and patient investigation which was conducted by Francis G. Benedict, Ph.D., and Thorne M. Carpenter, B.S., director and chemist, respectively, of the Nutrition Laboratory of the Carnegie Institute at Washington. The intention of the investigation was to determine the effects of muscular and mental work upon the natural processes by which the energy of food taken into the body is converted into muscular energy.

The bicycle experiments carried out on the ergometer, which is shown in the accompanying illustration, were carried out in such a way as to reproduce as far as possible the effects of ordinary riding under different conditions. By varying the strength of the electro magnets the resistance to movement of the rear wheel, or in this case, the copper disc, could be increased or diminished. With no current in the magnets, the bicyclist was said to be coasting. Increasing the current from zero to a maximum of 1.25 amperes produced the varying effects on the rider of level riding, up-grade, and hill climbing.

The experiments and conclusions were sufficient to constitute a 100 page book, which as Bulletin No. 208 has been issued for gratuitous distribution by the Office of Experiment Stations, U. S. Department of Agriculture.

Proper Care of Mechanical Oilers.

Mechanical oilers, though trustworthy enough in theory may be found to give rather unexpected results in service sometimes if an improper grade of oil is used. Where the lubricant is too thick or tends to become dry and gummy the tiny check valves and springs which are used in certain types of lubricating device are apt to become clogged, with the result either that no oil will be delivered to the engine, or that the flow will be continuous and therefore too plentiful. Occasional cleaning of the parts with kerosene or gasoline and the use of none but the best of oil will insure the ideal of correct operation with a minimum of attention.



BICYCLE ERGOMETER FOR TESTING EFFICIENCY OF MAN AS A MOTOR

question were made with the aid of the respiration calorimeter.

This apparatus, it may be remembered from accounts of former experiments which have been conducted with cyclists, consists of a tightly closed room with glazed sides, in which the subject of the tests is confined for a more or less protracted period. Various instruments, such as thermometers, fans for ventilation purposes, and devices for measuring the amount of air consumed and the chemical quality of that which has been breathed by the subject, are placed in such a way that they can be read from outside the calorimeter. Enclosed in this highly developed form of prison, the subject may live a perfectly normal life, perform various kinds of labor or recreation, and at the same time, trained observers are enabled to watch the precise effects upon his system of the different conditions under which he lives for the time being.

One of the chief results of the experiments under consideration was the development of a figure expressing the efficiency of the bicyclist's legs when in the act of pedaling. It was proved that in bicycling the muscles of the legs work with an efficiency of from 20 to 22 per cent. That is to say, for each unit of heat produced by the external work of the muscles, four units

which the rear wheel was replaced by a plain copper disc revolving between electro magnets. The resistance which the magnets imposed upon the rotation of the disc constituted the work which the cyclist had to perform, corresponding in effect to the resistance which ordinarily is felt in pedaling along a stretch of highway. The movement of the disc was resisted by a variable force depending on the quantity of electric current which was being sent through the magnets. This, by means of suitable instruments, could be measured; its strength and intensity furnishing a means of determining the amount of work actually expended. The work so produced was ultimately converted into heat, and this was measured by observing the effect upon the temperature within the calorimeter.

The total heat evolved in the calorimeter was separated into three elements, namely the heat developed by the ordinary process in the body of the subject, and which had been determined by previous experiments; the heat generated in the body in consequence of its muscular exertions; and the heat produced by the external work of the muscles. The last quantity being determined by electrical measurements from the output of the ergometer, and the first already being known, the excess of heat gen-

C. R. C. A. CHOOSES NEW PRESIDENT

Bailie Succeeds Early as Head of Organization—Other Officers and Centurions of State Divisions.

John Bailie, a middle-aged New York business man, has been elected president of the Century Road Club of America, to succeed Harry Early, of Bayonne, N. J., who served the organization well for two years. Early found his business prevented him from giving as much time as he desired to the Century Road Club of America, and therefore asked that he be relieved from further official duty. Bailie was formerly second vice-president, and as he is thoroughly familiar with the affairs of the organization, besides being a keen enthusiast and a man who is much respected in the club, his term should prove a successful one for this big national organization of bicyclists.

The annual election of officers for the Century Club of America closed last week and besides President-elect Bailie the organization will have a new second vice-president, to fill the vacancy caused by the advancement of Bailie. Emil Leuly, long a familiar figure in the affairs of the New Jersey Division, which he serves as centurion, will be the next second vice-president. F. H. Watrous, of Chicago, was re-elected first vice-president, as was Fred E. Mommer, secretary, and Fred I. Perreault, treasurer. Mommer will enter upon his sixth term, and Perreault upon his third.

In the contest for offices in the New York State Division Herman Geiler defeated Emile Fraysee. The new secretary-treasurer will be George Hausenbauer, and the captain Charles Fortenbach. These three riders are most aggressive workers and big things may be expected from this division next year. The complete list of officers for 1910 follows:

National—President, John Bailie, New York City; first vice-president, F. H. Watrous, Chicago; second vice-president, Emil Leuly, West Hoboken, N. J.; treasurer, Fred I. Perreault, Malden, Mass.; secretary, Fred E. Mommer, New York City.

New York State Division—Centurion, Herman Geiler, New York City; secretary-treasurer, George Hausenbauer, Brooklyn; captain, Charles Fortenbach, Brooklyn; first lieutenant, Arthur D. Dawson, Richmond Hill; second lieutenant, Frank W. Bennett, Brooklyn; color bearers, Herman Hintze, New York, and Philip Adrian, Brooklyn; bugler, Andrew Hausenbauer, Brooklyn.

New Jersey Division—Centurion, Emil Leuly, West Hoboken; secretary-treasurer, Jesse R. Pike, West Hoboken.

Other Division Centurions—Massachusetts-Rhode Island, A. D. Rice, Central Falls, R. I.; California, Henry H. Wheeler, Los Angeles; Colorado, William H. Kueck, Colorado Springs; Georgia, R. L. Cooney, Atlanta; Illinois, Andrew Clausen, Chicago;

Indiana, W. J. Heberhart, Madison; Maryland, Thomas W. Baker, Baltimore; Ohio, Dr. C. D. Peck, Sandusky; Wisconsin, George H. Hoag, Lake Geneva; Texas, T. Alvan Luter, San Antonio; Mexico, William R. Marshall, City of Mexico; Philippine Islands, William J. Hampshire, Manila; Germany, Count Carl Von Witzleben, Hamburg.

Buffalo Club's Distinctive Badge.

One of the most unique and at the same time appropriate motorcycle emblems yet designed for motorcycle clubs is that of the new Buffalo Motorcycle Club, which now lays claim to a membership of 50. It consists of a shield upon which is set a twin cylinder, surmounted by a buffalo's



head, as shown by the accompanying illustration. The Buffalo club, by the way, has become incorporated and shortly will move into its home, which is situated in the heart of the city.

Hook's "Sudden Impulse" Leads to Jail.

It is too bad that Henry Hook is burdened with that name, for possibly its psychic suggestion led him to purloin Dr. F. H. Bangs's cherished bicycle from the latter's front yard in San Jose, Cal. Hook, who appeared to be a hard working young man, freely admitted his guilt when arraigned before a police magistrate, but said that when he saw the machine standing against a tree with apparently no owner, the sudden impulse to jump upon it and ride away proved irresistible. The magistrate, however, proved unsympathetic and imposed a jail sentence.

Piqua Motorcyclists Form a Club.

The Buckeye Motorcycle Club has been organized at Piqua, O., with the following officers: President, George Soerhoff; vice-president, Gray Siegler; secretary, M. D. Grosvenor; treasurer, Nelson Jeffries; captain, Ira Boyer; executive committee, Charles Carr, Nelson Jeffries and Joseph Rohr.

"Americas" Prepare for Annual Ball.

The Century Road Club of America will hold its annual ball Saturday night, February 26th. As usual it will take place at Lyric Hall, Sixth avenue and Forty-second street, New York City.

NAT BUTLER TO BECOME A FLYER

Veteran Racing Man Whose Disappearance Caused Alarming Rumors Discloses Reason—Has Aeroplane on Brain.

There was an unconfirmed rumor floating around during the six days race to the effect that Nat Butler, the veteran American pace follower, who has been riding on the European tracks for a year, was dead. It was impossible to trace out anything tangible on which to base the report, but most of the riders were talking about it and yet none seemed to know whence the rumor emanated.

As proof that Butler is a very much alive man the Bicycling World received a post card and a letter from him this week, which will explain, perhaps, why riders in America thought Butler had passed over into the great beyond.

There was considerable mystery attached to the postcard, which showed Butler dressed in the military uniform of a French soldier. On the back of the card was written:

"Here I am, ready to go on duty."

At first it was feared that Butler had renounced his allegiance to the United States, become a French subject and was doing his two years' military service. From his letter, however, it was inferred that Butler merely had borrowed the costume for the occasion.

Although he tried to keep it a secret, the real reason for Butler's disappearance since the outdoor racing season closed has leaked out. Butler has been working upon an aeroplane, but the work has been carried on in secret, and it took up so much of his time, that his disappearance gave rise to the rumor that he had died.

Butler's flying machine will be of the monoplane type, and it is understood that he already has made one or two satisfactory flights. Whether this is true or not it is certain that Butler will very likely not be seen upon the bicycle tracks next year.

He is coming to America in January and will arrange to remain here all summer, giving exhibition flights, and competing in what aviation meets may be held. He already is in negotiation with the Hendee Mfg. Co., of Springfield, Mass., to build a high speed motor for him.

New Jerseymen Elect New Officers.

The New Jersey Motorcycle Club held its first meeting in the new club rooms at 18 New street, Newark, N. J., last week, at which time the annual election was held. It resulted as follows: President, Herman C. Page; vice-president, George Riechey; treasurer, George E. Post; financial secretary, Oscar Smith; recording secretary, Carl W. Bush; captain, George Riechey; first lieutenant, George Fawcett; second lieutenant, Clarence McClellan.

HOW PNEUMATIC TIRE HOLDS RIM

Inventor Becomes Party to Discussion Aroused Abroad—Rim Cannot be Supported Directly by Air in Tire.

How is the rim of a wheel supported by a pneumatic tire? is a question that has aroused no little discussion abroad and one to which the inventor of the tire, J. B. Dunlop, himself, has become a party. He answers the query as follows:

The pressure per unit of area of air in a tire being the same in every direction, and the rim being rigid and always presenting the same area to the air, the rim cannot be supported directly by the air in the tire, because the air pressure against the rim is the same all round and forces the rim as much in one direction as another—as much down as up.

The rim of the wheel is suspended from the top by the tire cover or canvas jacket. The pull of the canvas cover on the edges of the rim is less where the tire rests on the ground than it is at other portions of the tire; besides, the pull of the canvas there is more in a horizontal direction on account of the bulging of the tire at the ground.

It is well known that the bursting strain or tension in the walls of a cylindrical steam boiler or a water pipe is in proportion to the steam or water pressure and to the radius of the boiler or the pipe. The same laws apply to a pneumatic tire.

In a three-inch tire (internal diameter) pumped to a pressure of 75 pounds, the bursting strain or tension would be $75 \times 1\frac{1}{2}$, equal to $112\frac{1}{2}$ pounds in each lineal inch of the tire cover. The pressure is multiplied by half the diameter, because both sides of the cover resist internal pressure.

If the tire cover were cut crosswise into strips one inch broad, a pull of $112\frac{1}{2}$ pounds on each strip would represent the bursting strain in the cover.

If the portion of the tire resting on the ground were flattened or forced upwards, say, to the extent of one inch, the sides of the tire at that part would budge and be of a sharper curvature. It would be the same in effect as if the diameter of the tire were reduced to two inches and the strain or tension of the cover at the ground would only be 75 pounds per lineal inch. That would be the pressure multiplied by the radius. The difference in the tension of the canvas on and off the ground would be $37\frac{1}{2}$ pounds per lineal inch, and this would have to be multiplied by the average lineal inches of the tire on the ground and then doubled so as to represent the pull on both edges of the rim. The difference between the pull of the cloth on both edges of the rim where the tire rest on the ground and the pull on the rim for a like distance above would, according to this calculation, be over 300 pounds. The pull of the canvas upwards at the top of the rim would be nearer the ver-

tical than the pull of the canvas downwards at the ground where the tire bulges. The latter difference has also to be taken into account in making calculations.

The compressed air in a tire may be compared to an elastic hoop under compression. The expansive force in a three-inch tire with a pressure at 75 pounds per square inch is 530 pounds. This force has no effect in lifting or supporting the wheel until the tire is flattened on the ground. If the tire were perfectly flat on the ground without pressing on the rim the elastic hoop of air would be carrying a load of 1,060 pounds. Although the air presses equally in all directions, the internal area of the outer half of the tire is greater than the area of the surface of the rim and inner portions of the tyre; therefore the air presses the tire more outward than it presses the tire inward.

It is only when the tire is pushed in towards the rim, at one place, and the area of the outer half of the tire at that place becomes less than nearer in area to the corresponding area of the rim, that the balance of pressure is disturbed.

Strongest Part of a Motorcycle.

If asked to name the strongest part of a motorcycle, nine out of ten persons at first glance would be likely to mention the crank shaft, connecting rod, axles, chains or some similar parts which carry heavy loads. While any of these answers would appear to be the right one, surprising as it may seem all of them would be far from being correct. The question of the strongest part recently arose in a prominent factory and was settled by referring to the results of physical laboratory tests made of the different parts, and it was found that the valve springs far exceeded any other part in tensile strength.

The Uplift of the Bicycle.

"There is one invention that has done more to widen the farm servant's outlook than any other that has arisen during the last 50 years," says the English Journal of Horticulture. "That wonderful means of locomotion provided by the bicycle is what we mean. What a good bicycle means in the way of liberty and change is hard to say. Parents and friends to visit, possibly a sweetheart; little excursions on Sundays and holidays which before were not possible save by the medium of a slow and tedious carrier's cart."

Protecting the Needle Valve.

Carburettors in which the upped end of the needle valve projects through the cover of the float chamber contribute to conditions which sometimes cause sudden stoppages of the engine. Frequently this happened in traversing a muddy road when a lump of mud has lodged on top of the needle and shut off the flow of gasoline. In some cases it is possible to protect the needles by fitting screw caps, as for instance the neck and cap of an oil can.

NUT THAT WAS PUT TO NOVEL USE

Ingenious Roadside Repair Born of Necessity and that Saved Walking—Fashioned into a Chain Block.

That necessity which has been the mother of so much roadside invention since motorcycles came into use, recently had another exemplification in the case of a rider who had wandered from the beaten path, and suffered a broken chain link. The mishap occurred several miles from any town, the rider had no spare link, and there was no good Samaritan to supply the necessary part, and as the motor and pedaling chain were not reversible it was a case of devising a substitute from the facilities at hand. These consisted of ready wit, a good complement of tools, and a wide assortment of miscellaneous parts and odds and ends.

Among the tools was a cold chisel, and with a rock for a work table and another for a hammer the pieces of broken block were removed after much pounding without injuring the rivets. The chain was not long enough to permit of taking out a link, so something had to be devised which would temporarily replace the broken block without shortening the chain. After several unsuccessful attempts to knit the chain together with fence wire, an idea suddenly suggested itself and another search through the spare parts followed. Among them was a rear axle nut, of hexagon shape and of such width and breadth that it looked as if it might be worked into a fair substitute for a block, and the attempt was made.

It was hard work chiseling down the nut and elongating the hole, especially on a stone where the nut kept working around, but finally a crude resemblance to a block was fashioned, but by the time it was finished there wasn't much of an edge left on the chisel. After dressing with a file, the block was ready and the sideplates were pried off the rivets, the block slipped on, the plates put back and the rivets headed over. Before replacing the plates a small block of wood was whittled out and slipped in the center of the hole in the nut as a filler to prevent the rivets and sideplates backing up against each other. The job took over an hour to complete, but it held in good shape and brought the machine home, though to ease up the strain on the makeshift as much as possible, the pedals were used vigorously on all hills, and no fast riding was indulged in.

What Shortens Life of Tires.

Cuts and worn treads have more to do with tire troubles and apparent lack of durability than is generally supposed is the case. Cuts, especially on the rear tire fill with dirt and sand, gradually loosen the rubber from the fabric and greatly weaken the casing by allowing water to soak in and rot the threads.

THE TRAINING OF TRICK RIDERS

Trainer of a Famous Troupe Talks of His Work and Performers—Some of the More Modern Feats.

As you have sat in the music hall and watched a troupe of bicyclists perform a dozen or more amazing feats that seemed to defy all the laws of equilibrium, has it ever occurred to you what time must have been expended by the trainer or manager, and what hard knocks must have been sustained by the performers before that troupe reached the summit of art, grace and daring



LEO JACKSON'S BACKWARD PIROUETTE

—the finished performance that is placed before you upon the stage?

The thought came to me the other night as I watched the Jackson Family whirling and swirling around the narrow scenery-bound stage of the American Music Hall, in New York, with apparent utter disregard for neck and limb, for a moment's hesitation, a single indecision, a false move one way or the other, or a punctured tire, would mean disaster.

From their opening quadrille, which abounds with difficult manoeuvres that are performed with dazzling rapidity until Master Leo Jackson brings the 18 minutes act to a culmination by performing a "triple boomerang"—he being the first to accomplish this hitherto thought impossible feat—there is not a dull moment, not an uninteresting feat, not a single repetition.

Besides the group figures, which are executed by the entire troupe of eight, each rider performs a specialty. With the ex-

ception of the "triple boomerang," one of the most interesting feats is the "backward pirouette" of Leo Jackson upon a unicycle more than nine feet in height. This tall affair looks exceedingly tricky with its 24-inch single wheel, which is driven by 18 feet of chain, the pedals being near the top. After riding upon the stage and cutting some fancy figures, Leo by clever balancing, brings the unicycle to a dead stop and begins to pirouette backward, much on the order of a top, with increasing velocity, until he is spinning around like a whirling dervish.

Another good trick, performed by a girl on a triplet, consists in raising the front wheel from the ground, and while riding on the rear wheel, climbing from one seat to the other. When she has reached the front seat, which then is at the top, she stops riding, balances and then pirouettes backward.



A DIFFICULT BIT OF GROUP WORK

I found George M. Jackson, the originator and manager of the act, who smilingly confessed to 40 years, 25 of which have been spent trick riding upon the stage, standing in the wings at the theater. On the dimly lighted stage—for it was not many hours after breakfast—a slip of a girl was balancing and pirouetting on the rear wheel of a bicycle. In the dim recesses stood or sat four other girls, a man and a boy. Before I had a chance to say anything the first girl had finished and another quickly took her place, but she could not seem to maintain her balance and fell. She expertly threw herself clear of the heavy bicycle, however.

"Oh, Mr. Jackson, I don't think I can do it," she said.

"That's all right, take a rest and try after a while. You do not look well this morning, anyway."

I was surprised at the fatherly manner, the solicitous tone that sounded real, for I had always heard that managers of bicycle acts were hard masters.

"How do you do it and why?" I asked, astonished.

"What do you mean," queried Jackson, "the bicycle riding, or the way I treat the girls?" and before I had a chance to tell him I meant both, the coatless manager had rushed upon the stage and seized the bicycle which had fallen with one of the

men who had attempted a difficult feat and failed—

"Here you big good-for-nothing thing! Are you afraid, you coward? You ought to be ashamed to let a girl beat you. I'll show you how it is done," and seizing the bicycle, he accomplished the feat easily. "Now, you numbskull,"—this to the man—"do that trick or I'll throw this pump at you."

Then he returned to the wings.

"Whew! That's hot work!" he exclaimed.

"I've learned a lot about human nature since I've been in this business," said the elder Jackson, when he got his breath. "And that is," he continued, "that a woman will do her best work if she is petted and



PIROUETTING ON A TRIPLET LOOKS EASY

coddled, while with a man you have got to pursue exactly the opposite tactics."

"How long does it require to take a raw girl or boy and make a finished performer?"

"Well, naturally that depends upon the individual, but I can tell after a month's work whether or not they'll do. Some persons never can be made into trick riders."

"I have a gymnasium at Boston, and I usually start a girl in at about 14 or 15 years of age. She must be slim. First, by light gymnasium work, I develop her arms and teach the art of balance on parallel bars and the trapeze. When I think she has sufficient strength in her arms I teach her to ride and after that it comes natural. I think the girls learn more by watching the others than by doing what is told them. I can accomplish more by treating them kindly than otherwise. By promising a girl a present the first time she performs a difficult trick in public, she will learn it in just about half the time."

"Some of the feats are hard. For instance, it took me a long time to teach Leo, my son, to pirouette on the high unicycle, which is taller than the tallest man. To maintain a perfect balance is exceedingly difficult, while to pirouette is harder than it appears to the audience.

"The hardest trick of all is the 'triple boomerang,' which you saw done last night, and has been done by only one person in the world. I suppose sooner or later some one else will be able to do it, but at present there is none. In the 'boomerang' the rider lifts himself from the saddle, balances himself upon the handle bars, and turns around until he returns to the saddle, the handle bars and front wheel making six complete revolutions in the process. To do it three times the rider must make turn his handlebars 18 times, and that with the bicycle perfectly still and without falling. The trick was first accomplished last year in Birmingham, but I do not mind telling you that Leo has practiced it for many years before he finally surmounted all difficulties that the feat involves.

"Yes, Leo learned to ride when he was very young," this in response to a question. "In fact he began riding when he was five years old, and he has just turned 17 now. He weighs 155, is as hard as nails, and has never known a sick day in his life."

The entire troupe, with the exception of the manager had just finished a kaleidoscopic backward pirouette on the rear wheel, when I looked up.

"How long does it take them to do that?" I inquired.

"About two years of constant practice. You see," he went on, "they are always practicing. Every morning the regular performers are at it, and there are always some apprentices learning at Boston to replace those who leave, for you know girls have a habit of growing up and getting married.

"How many countries have I performed in?"

"Twenty-five years is a long time. In that time I have played in every city and town of importance in the United States, Canada and Mexico. We also toured Australia. In Europe we have played in the leading cities of England, Ireland, Scotland, Wales, Germany, France and Belgium. I never crossed over to Spain, for although I have had attractive offers the customs officials have a habit of seizing the baggage of theatrical people and holding it for a high ransom; if you refuse to submit to the extortion there are so many delays and so much red tape to be unwound that the engagement is missed."

"Of course New York is the greatest city in the world, but it is more pleasant to play in European theaters. In Europe you are regarded as an artist, and not merely a performer, and as such made much of. Nevertheless, I am always glad to get back to my native country.

"It makes me tired to hear some people say that bycling is dead, and I always like to tell them what's what. I travel more

than the average man and I know that the bicycle factories are making just as many machines as they possibly can, and that outside of New York people are riding a great deal. Although trick riding is a business with me, I enjoy riding and although I do not have very much time for the pleasure side of it, I always carry a stock machine and ride when I have the opportunity.

"Isn't trick riding very exacting and wearing on tires," I asked, bringing the interview to an end.

"Yes, of course, but not so much as you might think. There is a great deal in knowing how to take care of a tire, to keep it properly inflated, and all that, but tire trou-



SOMETHING LIKE A LOAD

ble is the least of my worries. It is a mistake to use any but the best tires, and there are several makes of American tires that are better than those made in any other country in the world."

"By the way, what tires are you using?" I inquired innocently.

"Fisks," said Mr. Jackson, and I left him just as the practice for the morning ended.
I. N. QUISITOR.

Three Cities Form Motorcycle Union.

The three northern New York motorcycle clubs—Buffalo, Syracuse and Rochester—have "joined hands" for the good of the sport, and formally have launched the Tri-City Union of Motorcyclists. The union, which had been contemplated for some time, was formed last Sunday, 19th inst., at Rochester, N. Y.

The "executive committee" which will have direct charge of the union is composed of Dr. C. W. Laselle, J. J. Malone and C. P. Strogen, of the Rochester M. C.; G. W. Fenner, A. V. Brewster and J. M. Gillespie, of the Syracuse M. C., and W. E.

Nevins and H. K. Ganson, of the Buffalo M. C.

The object of the organization will be for the general good of the members of the three clubs, to promote touring and race meets, to map out touring routes, to suppress the "open muffler fiend," and such work. Three big race meets already have been announced for May 10 at Syracuse; July 4 at Rochester, and Labor Day at Buffalo.

The officers of the Tri-City Union of Motorcyclists, as chosen, are Dr. C. W. Laselle, president; W. Graham, secretary, and J. M. Gillespie, treasurer.

Prize Motorcycle Promptly Pounded Upon.

It is rather discouraging to be lucky enough to win a \$200 motorcycle and then have the officers of the law wrest it from one's hands before it is used, on attachment for alleged debt. That has been the experience of Mrs. W. Larrondeau, who received the machine. Mrs. C. J. Baker, who owns a restaurant at Long Beach, Cal., read of Mrs. Larrondeau's good fortune and she immediately got out an attachment and seized the motorcycle. Mrs. Baker claims that Mrs. Larrondeau owes her \$56 rent. Whether Mrs. Larrondeau intended to ride the machine is not stated.

Cyclist Who Took no Chances in the Dark.

Hereafter Homer Pierce, an employe of the Indianapolis Methodist Hospital, will be more careful in accosting bicycle riders at night. Pierce was walking in Twenty-first street when he saw a man on a bicycle approaching. Thinking him to be a friend he stepped in front only to be greeted by a shot from a revolver. The police were of the opinion that the bicycle rider feared he was an intended victim of a holdup, and determined to not take any chances.

Pasadena Sells Its Unclaimed Bicycles.

Year by year there has gathered in the police station at Pasadena, Cal., various bicycles and fragments of bicycles that have either been found or taken as stolen property. Having given the owners plenty of time to identify them, the police department last month decided to dispose of the collection, and invited sealed bids. That the machines and parts were not such that there was an eager rush to buy them is indicated by the fact that the highest bid was \$16.

Of, by and for Italian Cyclists Only.

The Italian riders of New York City may take heart. Next season they are going to have a championship all their own, it having been announced that an Italian sporting journal will offer a gold cup to the rider scoring the most points in a series of road races to be held at Valley Stream, L. I. Italian riders only will be eligible to compete.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

FROM RACE TRACK TO GUILLOTINE

Meyer's Grewsome Occupation Will Take Him from One to Other—Must Execute an Old Rival.

Through one of the perverse freaks of life a bicycle rider soon will be called upon to kill one of the best friends he ever possessed. Not that he desires to take the life of a former friend and companion, but he will be compelled in the line of duty to do so. And thereupon hangs one of the most dramatic tales ever told.

It has just come out that Otto Meyer, one of the most famous German sprinters is the chief executioner of Germany. For the reason that Meyer, in the last year or so, has not seemed to care whether he rode or not, yet always seemed to be plentifully supplied with money, his source of income has been a mystery to his friends. Now it has been divulged how he came by the money. The office of chief executioner carries with it a fat salary, for it is not a job that every one wants.

The Paris papers are full of the sensation, as they consider it, and predict that Meyer's life will not be safe now that it is known that he is the one whom the government has selected to serve the ends of justice. It appears that considerable odium is attached to the position in Germany, as is the case in France. At any rate the papers state that Otto Meyer is the official executioner and that he will be called upon next month to behead Brauer, an old-time German crack.

The crime for which Brauer is to be beheaded is murder. Brauer shot a rich miller in Cologne about two years ago. He was tried, found guilty and sentenced to death, but for various legal reasons the execution was delayed. Now he is to be beheaded, the papers state, and Otto Meyer must personally wield the axe. Years ago Brauer was one of Meyer's best friends, and he often competed against him on the track. The conscienceless Parisian papers facetiously remark that "in his match against Brauer, Otto Meyer is sure to win by a head."

In the meantime Otto Meyer is competing in the Berlin six days race.

Midnight Race to Coney Island.

The second of the New Year's Eve midnight races has been announced. The Century Road Club of America will hold its annual race from Bedford Rest, Bedford avenue and Eastern Parkway, Brooklyn, to Coney Island and return. It will be a handicap affair, closed to members of the organization, the limit men starting promptly at midnight, Friday, December 31st. A fine list of prizes has been collected. Immediately after the race the first century run of the year will be started, and because of the increased interest it is probable that

more riders will take part than did in last year's New Year's century. As it is an informal run any one may join.

Motorcycle Hunting in Mexico.

Employment of the motorcycle in hunting is not a new idea, but A. D. Aguilar, of Monterey, Mexico, is the first sportsman to come forward with photographs actually showing the hunter a-motorcycle.



READY FOR THE HUNT

There are so many arid wastes in cacti-dotted Mexico that a motorcycle "comes handy" when one is limited in time and wants an hour or so of hunting. Upon the trip in illustration Aguilar, who is one of Mexico's keenest motorcycle enthusiasts,



RETURN FROM THE HUNT

rode 30 miles out and back, and returned, as shown, with a bag of Mexican doves which, judged by their size, as shown by the photographs, evidently are not the variety that is indigenous to this part of the country.

MORE COMMISSIONERS ARE NAMED

Work of Organizing F. A. M. in Eastern States Now in Full Swing—The Additional Workers Appointed.

Following the good work inaugurated by the State Commissioners of Pennsylvania, New Hampshire, Massachusetts and Maine, two other State commissioners for the Federation of American Motorcyclists Eastern District this week announced the appointment of local commissioners.

Harold Fletcher, commissioner for New York, has appointed for Buffalo, W. Q. Cramp; Long Island City, A. C. Klages; Binghamton, Burt Terwilliger.

B. A. Swenson, Commissioner for Rhode Island, has appointed the following local commissioners: Pascoag, J. Herbert Bailey; Portsmouth, B. F. Manchester; Pawtucket, Clifford H. Frazier; East Greenwich, Elmer L. Stewart; Providence, Roland I. Burlingame; Carolina, Fred Hoxie.

Besides those appointments announced in last week's Bicycling World, Commissioner W. F. Mann, for Massachusetts, reports the following additional appointments: Waltham, Henry W. Robinson; Attleboro, George W. Stevens; Lowell, George H. Bachelder; Dover, A. G. Meacham; Taunton, Felix P. Beauvais.

Another local commissioner has been named by E. M. Estabrook for Maine—Harold Moore, who will act in Portland.

Empire Citys Choose New President.

Hugh R. Brown, Jr., whom the press agent describes as "married, one child, contractor and builder," has succeeded S. H. Barnett as president of the Empire City Wheelmen, of Brooklyn, as the result of the annual election of that energetic club. William Eldredge is the new vice-president, Herman Lind, treasurer, and Thomas Murphy, secretary. The board of governors consists of William Eldredge, Carl Ericson, Al Segalken and Sam H. Barnett. H. R. Brown will also succeed Barnett as club handicapper for 1910.

An Echo of the Six Days Race.

It is now certain that P. T. Powers did not lose any money on the recent six days race. Powers and his chauffeur, who is George Guthrie Cameron, the professional bicycle rider, were in the Flushing (L. I.) police court last Saturday to answer a charge of speeding. Cameron was held in \$100 bail, which Powers furnished, taking it, as Police Lieutenant McKay said, from a roll of bills "large enough to choke an elephant with."

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

THE RELAXATION OF CYCLING

British Rider "Pours Out His Soul" in an Effort to Describe It—The Things He Sees.

"In the breast of every man of spirit there exists a desire to throw off, if only for a time, the chains of civilization that shackle him. It is the lot of most men to toil for the better part of six days in the week, enduring as well as they may the highly complex and artificial conditions with which mankind has surrounded itself. It is this state of repression that fosters the little seed of freedom that is sown in all of us, the fan that, as the end of the week approaches, wakes the slumbering ember to flame and causes one to approach a Saturday morning's work with a lightness of spirit not common to other days. The change that comes over one as the office, warehouse, or factory is left for a whole day and a half I can only compare to the sudden relaxation of a compressed spring," says a writer in *Cycling*. "The pent-up streams of energy that then burst forth find their outlet in diverse channels.

"The footballer goes to the field intent on fighting battles that, in their mimic way, are fully as fierce as when the survival of the fittest was a matter of bow and spear. Indeed, whatever form a man's relaxation takes, it is an evidence of his desire to get away, if only for a short time, from the bonds that he and his forebears have created. In a word, he wants to be free, and of all the methods of attaining that end I unhesitatingly claim that the cycle is facile princeps. In forms of organized sport a man is apt to lose his individuality; on his bicycle, however, his individuality is the only thing that matters. Further, any organized game savors of tyranny somewhere, or at least admits the possibility of tyranny. To the cyclist, however, the only tyrant will be the wind and the weather, and your true man is never afraid of them.

"How the town tries to hold one back! The giant octopus stretches out mighty steel tentacles in an endeavor to retain its six-day prisoners. It peoples its narrow ways with death in many forms; death in the tramcar that pulls up shuddering on its brakes; destruction from the careless driver; danger from everything. Yet the cyclist wins through. Gradually the drab sights and the noxious stench of town become mere memories, pleasant red brick houses with well kept gardens take their place, and at times gaps between the houses reveal glimpses of green fields and hills in the blue distance crowned with woods. Further still, till at last these new built suburbs are left behind, and one comes upon mixtures of old and new, places that a hundred years ago occupied the same relation to London as Bedford, Oxford, Cambridge or Brighton do now, but which are fast discarding their

country-town appearance, and are unwillingly but inevitably having the advance guards of the city quartered upon them. A moss tiled roof, that was a hundred years old when the battle of Trafalgar was discussed under its eaves, side by side with a perky Cockney erection in which the mortar is hardly dry. Signs of the times indeed!

"But we are in the open country at last and the road unwinds before us, disclosing at every few minutes inviting lanes. And which are we to take? Come with me, imagine the intervening distance, rich with its old-world villages, its red-roofed farm houses, mellow stack yards and unnamed

you will come on that Field of Chalgrove where stands the simple monument which declares that there it was that the peasants of Oxon and Bucks were first drilled by that gallant man, and that on that same field he himself received the mortal wound.

"But that little road below you that runs like a chalk mark on the face of the Downs; now lost in a fold that seems but a dimple on the smiling face of nature, and now reappearing to make a bold sweep round the bald bases of the hills. There is reflection enough in that insignificant strip to last you the whole afternoon.

"Standing on the summit of the great hill, and looking down at the peaceful valley below, is almost like standing on a high cliff and looking down at the sea, when that fickle master is at rest, and all the winds are laid. At the time of sunset, when the valley is filled with avenues of golden light, the scene becomes tremendous. Anything can appear at such an hour, and if you are of a romantic nature it will not be hard for you to conjure up a body of knights passing with a martial clash of harness on the white ribbons below; easier, at any rate, than in the shameless light of noon. The air at such a time is singularly still, and a listening ear can distinguish signs of life from the vast, silent plain. The low of the cattle waiting to be taken to the byres floats up most melodiously, and the tinkle of sheep bells from their hidden carriers sounds like Nature's own vesper. The shadows lengthen, a dull greyness hides the richness of the pastures, the neighboring hills lose their sharp outlines and sink one into the other. A shrill, chill wind, the dying breath of evening, springs up, and the cyclist must turn again home.

"Lucky for him he can go when the moon is full, when great shadows as of fallen trees are thrown across his path, when even his own strong gas lamp wastes its ineffectual fires in obedience to that vast dead world, which itself pales the light of all its rivals in the heavens, and changes the deep pall of night to an electric blue. As you ride through the deep lanes in the silver light it is impossible to help feeling deep compassion for the thousands of 'pleasure-seekers' struggling in the streets of the town and of the thousands more crushed in the heated theaters and halls. Under that glow of golden light now showing in the eastward are London's millions praying to be amused. They have lost the art of enjoying themselves, poor souls, and have to pay others to do it for them. They wait in vast crowds and struggle and fight lest they should be left out in the cold and be cast upon themselves for a few short hours. But the cyclist, he asks nothing more than a good machine beneath him and a good road for both of them. Crowds are his abhorrence, traffic his bugbear, tramlines his fetters. He merely asks for freedom, for the right to lose himself for a few hours, to refresh his eyes and ears with the sight of green fields, valleys and hills, all eloquent in their silence. This, and nothing more."



brooks. Stand as I have stood on top of a high hill in Buckinghamshire, 'the world forgetting by the world forgot,' and look down upon the vast, swelling plain below you that is yours to pass freely through. Far to the west what seems a low cloud marks the downs on the other side of Thames, north and south march the beech-clad undulations of the Chiltern ridge, and behind you lie the paths of freedom by which you have escaped. Whither will you turn? Would you live over again the stirring times of the Civil War, when the hamlets that now lie sleeping peacefully at your feet clashed to the sound of arms, and when the best blood of England watered those green pastures, fructifying seeds of freedom whose harvest is eternal. Well, you are even now looking on the stage where those scenes were enacted. A quick resolution, a turn of your wheel, and you will be threading your way through lanes which once echoed to the tramp of the grim-visaged Roundheads or the clatter of the horse hoofs of the gay Cavaliers.

"And the villages and townlets remain the same as when the last sounds of the strife died away. There, in the ancient town of Thame, they will show you the house—nay, the very room—where the faultless Hampden breathed his last, and a few miles out



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THE SIX DAYS RECORD UP TO DATE

Many Changes Result from Recent Contest

—81 Hour Records Broken, Pye and Hehir Getting Credit for 22.

As the result of the last six days race the records for that style of contest has undergone considerable change. Although the record of 2,737 1-10 miles, made by Macfarland and Moran in 1908 was not broken, many of the intermediate distances went by the boards.

The record breaking began with the 14th hour and continued until after the 31st hour, when the pace slackened. In the 36th hour the riders again got inside the old records and continued until after the 44th hour. The 45th hour record was not broken, but from the 46th hour until the 100th hour, the old figures fell in quick succession, but thereafter and until the finish at 142 hours the field steadily fell behind the marks made in last year's contest.

In all, 81 hour records were broken in the race, the team of Pye and Hehir placing 22 of them to its credit. Halstead and Lawrence are second with 13 records, and Root and Fogler third with 11 records. Anderson and Vanoni scored 7, Rutt and Stol 6, Galvin and Keegan and Macfarland and Clarke, 5 each; Walthour and Collins 4; Rutt and Clarke, West and Mitten, and Lawson and De Mara, 2 each; and Cameron and Krebs and Cuniolo and Carapezzi, one each. The complete six days records to date are:

Hour.	Holder.	Distance Miles.	Year Made.
1	Anderson-Vanoni	25.5	1908
2	Lafourcade-Faber	50.1	1908
3	Rutt-Stoll	73.3	1908
4	Palmer-Walker	96.8	1908
5	De Mara-Hill	119.9	1908
6	Bedell Brothers	141.2	1902
7	De Mara-Hill	163.5	1908
8	Macfarland-Moran	185.4	1908
9	Macfarland-Moran	206.5	1908
10	Dupre-Georget	227.7	1908
11	Logan-Downey	247.7	1908
12	Macfarland-Moran	270.5	1908
13	Anderson-Vanoni	292.0	1908
14	Macfarland-Clarke	312.4	1909
15	Pye-Hehir	334.4	1909
16	Cuniolo-Carapezzi	355.6	1909
17	Anderson-Vanoni	376.0	1909
18	Pye-Hehir	395.7	1909
19	Anderson-Vanoni	415.3	1909
20	Anderson-Vanoni	435.0	1909
21	Anderson-Vanoni	455.4	1909
22	Anderson-Vanoni	476.7	1909
23	Anderson-Vanoni	496.2	1909
24	Anderson-Vanoni	516.4	1909
25	Halstead-Lawrence	535.7	1909
26	Rutt-Stol	553.9	1909
27	Cameron-Krebs	572.7	1909
28	Galvin-Keegan	591.1	1909
29	Macfarland-Clarke	608.1	1909
30	Pye-Hehir	625.6	1909
31	De Mara-Hill	643.9	1908
	Galvin-Keegan	643.9	1909
32	Macfarland-Moran	662.9	1908
33	Macfarland-Moran	682.7	1908
34	Macfarland-Moran	701.6	1908
35	De Mara-Hill	719.0	1908
36	Galvin-Keegan	739.2	1909
37	Pye-Hehir	759.2	1909

38	Rutt-Stol	779.5	1909
39	Lawrence-Halstead	799.5	1909
40	Pye-Hehir	818.3	1909
41	Pye-Hehir	838.2	1909
42	West-Mitten	856.9	1909
43	Halstead-Lawrence	876.9	1909
44	Pye-Hehir	897.1	1909
45	Macfarland-Moran	916.6	1908
46	Galvin-Keegan	937.5	1909
47	Galvin-Keegan	957.0	1909
48	Fogler-Root	976.8	1909
49	Rutt-Stol	996.7	1909
50	Lawson-De Mara	1,017.2	1909
51	Halstead-Lawrence	1,037.3	1909
52	Halstead-Lawrence	1,055.9	1909
53	West-Mitten	1,074.2	1909
54	Halstead-Lawrence	1,091.6	1909
55	Fogler-Root	1,110.0	1909
56	Rutt-Stol	1,128.8	1909
57	Rutt-Stol	1,146.5	1909
58	Halstead-Lawrence	1,165.0	1909
59	Macfarland-Clarke	1,184.1	1909
60	Halstead-Lawrence	1,202.9	1909
61	Halstead-Lawrence	1,220.8	1909
62	Halstead-Lawrence	1,239.0	1909
63	Fogler-Root	1,258.7	1909
64	Halstead-Lawrence	1,278.9	1909
65	Pye-Hehir	1,297.9	1909
66	Pye-Hehir	1,316.6	1909
67	Pye-Hehir	1,337.5	1909
68	Pye-Hehir	1,357.9	1909
69	Pye-Hehir	1,377.5	1909
70	Walthour-Collins	1,399.2	1909
71	Pye-Hehir	1,418.6	1909
72	Pye-Hehir	1,438.8	1909
73	Pye-Hehir	1,457.7	1909
74	Pye-Hehir	1,477.2	1909
75	Rutt-Stol	1,494.4	1909
76	Pye-Hehir	1,510.9	1909
77	Pye-Hehir	1,527.0	1909
78	Pye-Hehir	1,543.6	1909
79	De Mara-Lawson	1,559.3	1909
80	Macfarland-Clarke	1,575.7	1909
81	Pye-Hehir	1,593.9	1909
82	Macfarland-Clarke	1,610.8	1909
83	Fogler-Root	1,628.9	1909
84	Walthour-Collins	1,646.7	1909
85	Halstead-Lawrence	1,664.1	1909
86	Fogler-Root	1,681.5	1909
87	Fogler-Root	1,700.0	1909
88	Fogler-Root	1,718.5	1909
89	Fogler-Root	1,736.4	1909
90	Fogler-Root	1,755.4	1909
91	Fogler-Root	1,774.9	1909
92	Halstead-Lawrence	1,792.9	1909
93	Walthour-Collins	1,811.7	1909
94	Walthour-Collins	1,831.2	1909
95	Rutt-Clarke	1,851.7	1909
96	Pye-Hehir	1,871.3	1909
97	Fogler-Root	1,889.2	1909
98	Pye-Hehir	1,906.1	1909
99	Rutt-Clarke	1,921.9	1909
100	Miller-Waller	1,943.0	1899
101	Miller-Waller	1,961.8	1899
102	Miller-Waller	1,977.6	1899
103	Miller-Waller	1,996.6	1899
104	Miller-Waller	2,014.3	1899
105	Miller-Waller	2,033.2	1899
106	Miller-Waller	2,050.7	1899
107	Miller-Waller	2,068.5	1899
108	Miller-Waller	2,086.9	1899
109	Miller-Waller	2,105.7	1899
110	Miller-Waller	2,125.1	1899
111	Macfarland-Moran	2,144.6	1908
112	De Mara-Hill	2,165.6	1908
113	Rutt-Stol	2,184.8	1908
114	Macfarland-Moran	2,204.9	1908
115	Macfarland-Moran	2,224.0	1908
116	Macfarland-Moran	2,243.9	1908
117	Rutt-Stol	2,265.3	1908
118	De Mara-Hill	2,285.5	1908
119	De Mara-Hill	2,304.7	1908
120	Rutt-Stol	2,324.0	1908
121	De Mara-Hill	2,344.2	1908
122	De Mara-Hill	2,363.2	1908
123	Macfarland-Moran	2,381.2	1908
124	Macfarland-Moran	2,399.4	1908
125	De Mara-Hill	2,417.8	1908
126	De Mara-Hill	2,436.0	1908
127	De Mara-Hill	2,452.6	1908
128	De Mara-Hill	2,469.9	1908
129	De Mara-Hill	2,489.6	1908
130	Macfarland-Moran	2,508.9	1908
131	Macfarland-Moran	2,528.9	1908
132	Macfarland-Moran	2,548.4	1908
133	Macfarland-Moran	2,566.7	1908
134	Rutt-Stol	2,586.1	1908
135	Masfarland-Moran	2,604.6	1908
136	De Mara-Hill	2,624.2	1908
137	Macfarland-Moran	2,642.8	1908
138	Macfarland-Moran	2,659.2	1908
139	De Mara-Hill	2,676.9	1908
140	Rutt-Stol	2,698.6	1908
141	De Mara-Hill	2,717.3	1908
142	Macfarland-Moran	2,737.1	1908

The Men Who Won Empire City Cups.

As the result of the final contest, Edwin Goerke has won the first prize for scoring the most points in a series of races, just concluded by the Empire City Wheelmen of Brooklyn, N. Y., his total being 15 points. Herman Lind finished second with 13½ points, and Matthew Barnett third with 13 points. Franklin Fisher and Thomas Murphy were tied for fourth place with 12 points each, but in the runoff Fisher won. Sixth place went to John Struber with 10 points. Each of these six riders will receive a cup.

Mileage Hunters in Close Contest.

Edward Leary and Fred E. Mommer are having a nip and tuck battle for honors in the century and mileage contest of the Crescent Bicycle Club, of Baltimore, Md. Leary led up to December 1st, with Mommer in second position. F. M. Sanborn was third, Thomas S. Taylor fourth, John W. Trost fifth and Edward Leary, Jr., sixth. The total mileage reported was 25,626 with 42 centuries. Nineteen 1,000 mile bars have been issued since the beginning of the year.

Black Rock Club's New Officers.

The Black Rock Cycle Club, of Buffalo, N. Y., at its annual meeting last week, elected the following officers: President, J. J. Groff; vice-president, Daniel Urschel; treasurer, William Humphrey; financial secretary, Frank J. Druar; assistant financial secretary, Fred Artuer; recording secretary, Frank Heun; directors, J. C. Eschbarn, Edward Ortner, William Rupp, J. L. Davis, William La Tour and Fred S. Riedel.

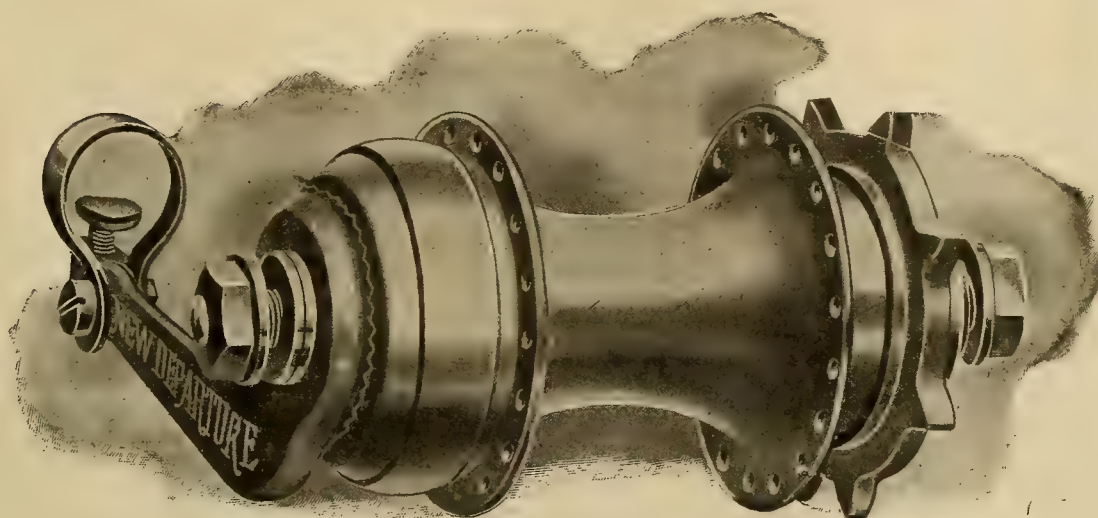
Jailed for Falsifying Entry Blanks.

Falsifying entry blanks is a serious matter in Great Britain. Last week two riders named Parkin and Woodward were charged at Alfreton with conspiring to obtain prizes by falsely filling in entry blanks describing themselves as novice riders, when, in reality, they were professionals. Both men were committed to jail pending trial.

Christmas Racing on Long Island.

Freeman Bowker means to stir up things in the usually quiet village of Woodmere, L. I., today (Christmas). He is promoting an athletic carnival, the features of which will be three bicycle races. They will be at distances of 1, 5 and 25 miles.

"The Coaster Brake That Makes Good"



New Departure

COASTER BRAKE HAS BEHIND IT

an honestly earned good reputation, merit that has been proved by tens of thousands of bicycle riders and a Co-operative selling plan for dealers that is as certain to win trade as the brake itself.

Ask us about our 1910 Selling Helps, sent free to all dealers who send for them.

THE NEW DEPARTURE MFG. CO.

Coaster Brake Licensors.

BRISTOL, CONN.

RECENT PATENTS.

928,710. Carburetter. Frank Svagell, Verona, Pa. Filed April 9, 1909. Serial No. 488,869.

1. In a carburetter, the combination with the outlet pipe thereof, of a cylindrical screen having a closed end, and means surrounding said screen and engaging the closed end thereof for retaining said screen in said outlet pipe.

928,963. Battery Contact. Pulius H. Gugler, Minneapolis, Minn., assignor to The Battery Company, Milwaukee, Wis., a Corporation of Arizona. Filed July 25, 1908. Serial No. 445,394.

1. The combination with an electrode, of a metallic contact cup seated therein and insulated therefrom, except at the upper portion of said cup.

929,260. Carburetter. John W. Stevens, St. Paul, Minn. Filed March 8, 1909. Serial No. 482,163.

1. A carburetter, comprising a casing having connection with a source of oil supply and provided with a stand pipe having an oil feed opening and a valve therefor, and an air inlet opening, a valve inclosing the upper portion of said stand pipe and spaced therefrom and having ports in its upper walls and a seat at its lower end, and means for yieldingly holding said valve upon its seat, and a second valve inclosing said first named valve and spaced therefrom and also having ports in its upper walls, and a seat in its lower end and means yieldingly holding said second valve against its seat, and said valves covering said air inlet opening and being adapted to rise successively as the degree of suction increases, for the purpose specified.

929,426. Ball Bearing. Fritz Henzelmann, Chicago, Ill. Filed Oct. 23, 1908. Serial No. 459,161.

1. In a device of the class described the combination with a carrier having oppositely disposed bearing seats therein, bearing balls engaged in said seats, and projecting through the sides of the carrier, and spacing balls supported in each side of said carrier intermediate said seats.

929,571. Valve for Pneumatic Tires. Edouard Dubied, Couvet, Switzerland, assignor to Edouard, Dubied & Cie., Couvet, Switzerland. Filed Sept. 19, 1908. Serial No. 453,880.

A valve for pneumatic tires, comprising a valve body, a valve therein, a spindle carrying the valve, a stationary cap shaped sleeve having a slot therein through which a portion of the valve spindle passes, said valve spindle having a cutaway portion thereon so as to permit the passage of air through the opening, and a projection adapted to engage with the sleeve for limiting the movement of the valve.

929,632. Tire Tread. Joseph R. Sanford and John G. Doughty, Winsted, Conn., assignors to The Flexible Rubber Goods Company, Winsted, Conn., a Corporation of Connecticut. Filed Jan. 6, 1909. Serial No. 470,930.

A tire tread having a multitude of air chambers formed within and thereon, the major portion of each air chamber being formed by walls of circular cross section, each circular wall being flat-ended and of substantial thickness throughout and projecting beyond the body of the tread, the multitude of the flat ends of the projection forming the wearing surface of the tread,

each hollow projection standing alone and acting independently from the others in creating a vacuum and maintaining a suction contact with the road, the body of the tread and the projections being molded integrally.

920,663. Back Pedaling Coaster Brake. Frederick S. Ellett, Elmira, N. Y., assignor to Eclipse Machine Company, Elmira, N. Y., a Corporation of New York. Filed Nov. 16, 1908. Serial No. 462,822.

1. In a coaster brake, the combination with a supporting frame, of an axle carried thereby; a hub; a brake element and a washer, said brake element and washer being mounted on the axle one on each side of and adjacent to the supporting frame, one of said parts having a shoulder, and the other having a locking projection engaging both the shoulder on the other part and the intervening frame, substantially as shown and described.

930,273. Tire Inflation Mechanism. Frederick A. Deunert, Kyabram, Victoria, Australia. Filed Oct. 23, 1908. Serial No. 459,221.

1. An apparatus of the character described, comprising an air pump having a cylindrical barrel slotted along one side, and radially disposed between the hub of the wheel and the tire, a connection between the outer end of the barrel and the interior of the tire, a piston and piston rod in said cylindrical barrel, a pin projecting through the slot in the side of said barrel and engaging said piston rod, a curved dust shield connected to said piston rod and engaging said pin and closing said slot in said barrel, means operated by the rotation of the wheel for reciprocating said pin, and means for throwing said pin operating means into and out of engagement when desired, substantially as described.

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BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

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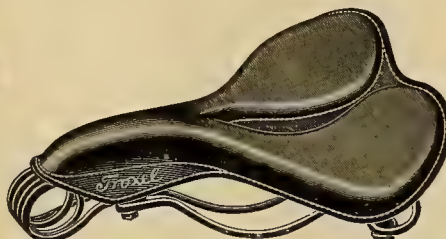
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Ease and comfort are the essentials of motorcycle and bicycle saddles. In the Troxel Saddles these features are embodied to the highest degree.



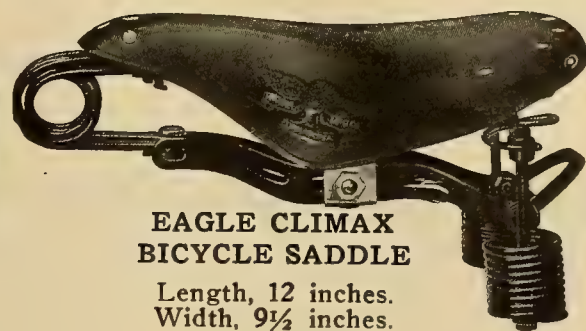
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MOTOR SADDLE**

Length, 13¼ inches.
Width, 12 inches.



STAR U SADDLE

Length 10¼ inches
Width, 8 inches

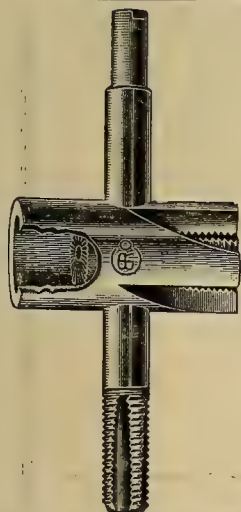


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Length, 12 inches.
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is the Leader because it is the Best.

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It will not peel

It will not crack

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But it will give comfort and satisfaction and will add to the appearance of any bicycle.

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THE STEERING APPARATUS

of any vehicle that moves on land or sea is a mighty important part of the vehicle and is not to be selected indiscriminately. That is one of the reasons why the

Kelly Adjustable HANDLE BAR

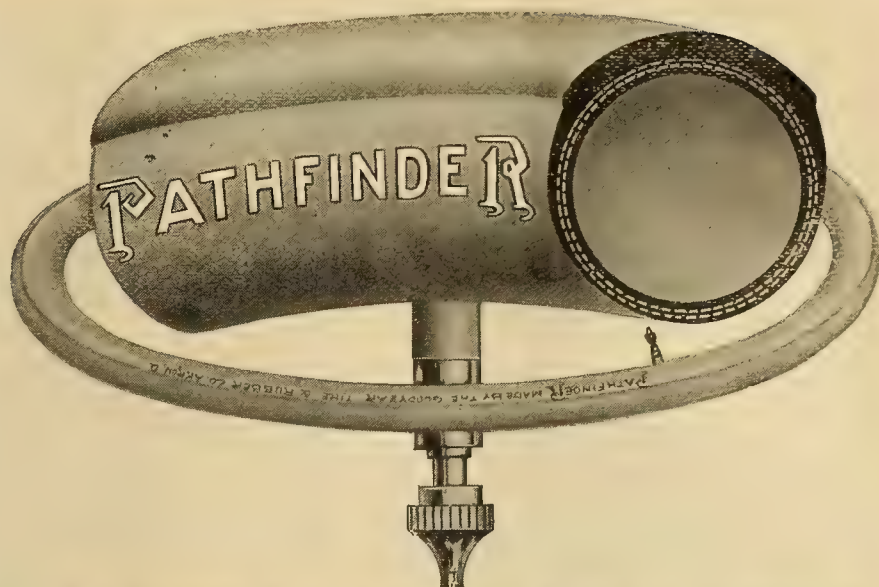
long ago became the standard "steering gear" of the best bicycles.



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Most bicycle tires cannot be repaired. Once they begin to wear out it's the junk pile for them. The reason the Goodyear Pathfinder can be repaired is that it is made only of new rubber as nearly pure as possible to put in a bicycle tire to vulcanize properly.

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The fabric in the famous Goodyear Pathfinders is a special closely woven Egyptian. A strip of this fabric one inch

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The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

Remember, more than 600 dealers—one to a town in all parts of the country—are making money on the Goodyear Pathfinder.

It is one of the most popular tires of the Goodyear line—and that's saying a good deal.

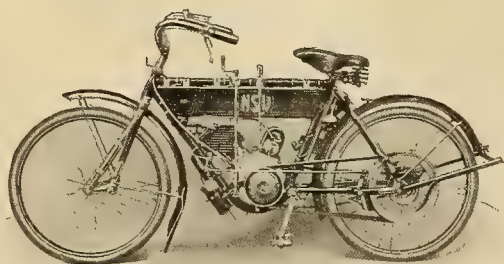
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Write for catalog "B."

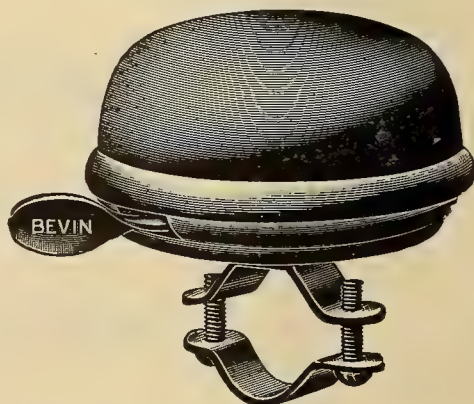
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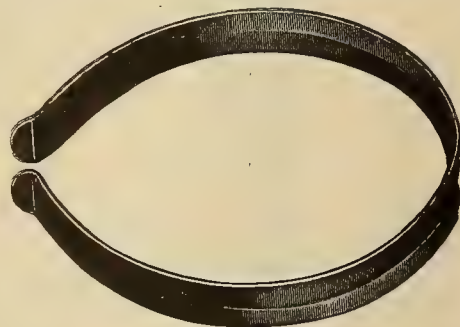
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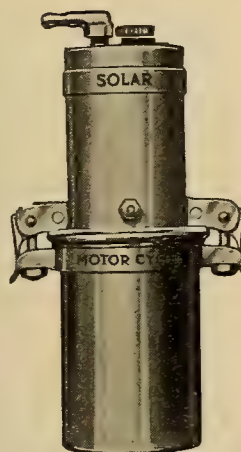
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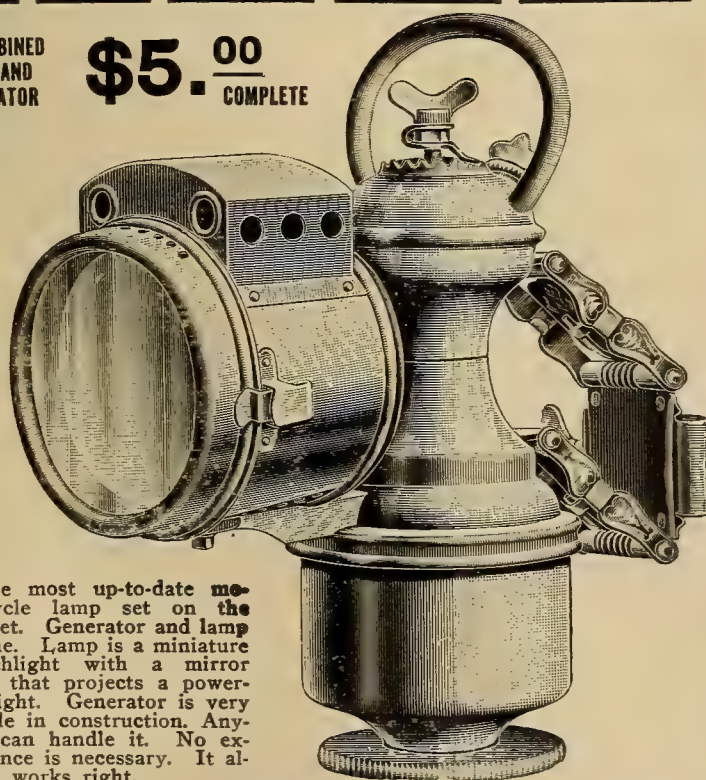
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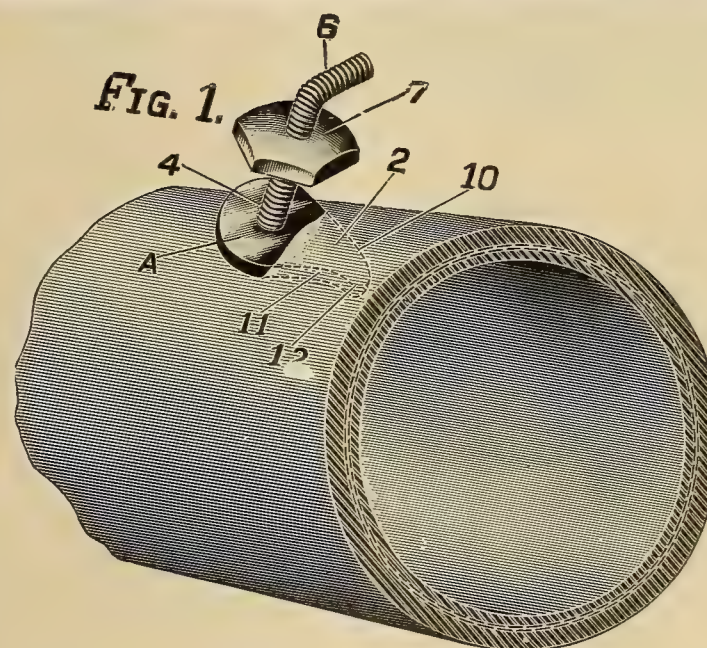
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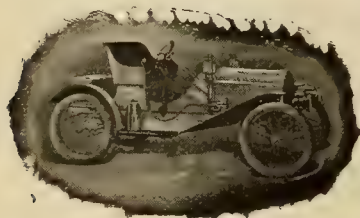
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Wells & Seigel Sts. CHICAGO.

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Tire Tool

repairs punctures in
one minute at cost of
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Sold to jobbers only.

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AUTOGENOUSLY
WELDED
BICYCLE FITTINGS

An Innovation
SEND FOR SAMPLES

Worcester Pressed Steel Co.
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MR. BERNHART SAYS—that the Jewell
car which went through the 2,600 mile Glid-
den tour, had "Perfect Ignition." He uses

STAR-RITE Spark Plugs

Get a set right away. They are "Guan-
teed Perpetually"—because they stay right
longer than any other plugs.

THE R. E. HARDY CO (Inc. 1900)
Factory 201 37th St., Brooklyn, N. Y.
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THE B. & S. MODEL "B"



is the correct wrench for
your motorcycle. Write for
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Empire Tires

WEAR LONGEST

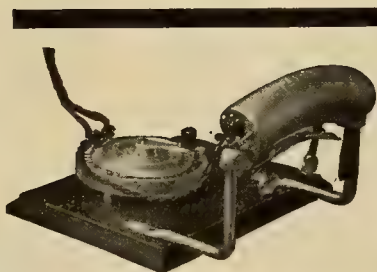
EMPIRE TIRE COMPANY, Trenton, N. J.

BRANCHES—New York, Detroit, Chicago, Boston, Newark. AGENCIES—Atlanta, Ga., Dunham Rubber Co.; Atlantic City, N. J., Penn Auto Supply Co.; Buffalo, N. Y., Empire Sales Co.; Cleveland, O., Motor Supply Agency Co., Denver, Colo., Denver Auto Goods Co.; Dallas, Tex., Munger Auto Co.; Jacksonville, Fla., Savell Rubber Co., Los Angeles, Cal., Empire Tire and Rubber Co.; Minneapolis, Minn., Empire Tire and Rubber Co.; New Orleans, La., H. A. Testard; Norfolk, Va., Wm. H. Grover; Philadelphia, Pa., Penn Auto Supply Co.; Pittsburg, Pa., Consumers' Auto Supply Co.; Portland, Me., James Bailey Co.; Providence, R. I., Waite Auto Supply Co.; St. Louis, Mo., Gorman Bros.; Savannah, Ga., Harris Tire Co.; Syracuse, N. Y., Central City Rubber Co.; Toledo, O., W. G. Nagel Electric Co.; Boise, Ida., Randall-Dodd Auto Co.; Kansas City, Mo., Auto Specialty Co.

SHALER

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Vulcanizer



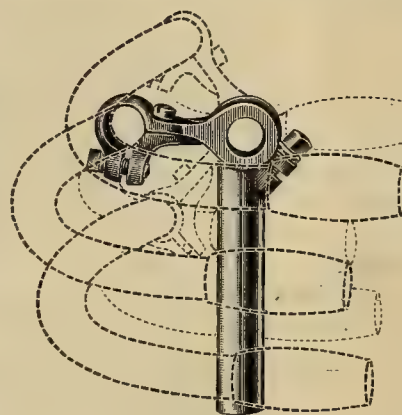
Our New Motorcycle Tire Vulcanizer is modeled after our Type C Auto Tire Vulcanizer. There are nearly 5,000 garages coining money with the Auto Tire Type.

Get wise, Mr. Motorcycle Man. Seize this opportunity to add to your profits.

The Only Motorcycle Tire Vulcanizer Made.
G. A. SHALER CO. Box F, WAUPUN, WIS., U.S.A.

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ADJUSTABLE
ALL-WAYS
HANDLE BAR
EXTENSION



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Forsyth Mfg. Co.
BUFFALO, N. Y.

Look us up at space No. 137=A
Elevated Platform, Madison
Square Garden, January 8th
to 15th. We will exhibit cyl-
inders and other iron cast-
ings for motorcycle motors.

MANUFACTURERS FOUNDRY CO.
Waterbury, Conn.

Are You Interested in Motorcycling?

If so, it follows that you must surely be interested in

THE Federation of American Motorcyclists

The Great National Organization that
controls the sport, promotes motorcycling
and guards the interests of its members.

Write today for our F. A. M. Booklet, which gives full
particulars. Address,

E. M. ESTABROOK, Chairman Membership Committee, BANGOR, MAINE

SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)

NOTICE Manufacturers of Bicycles,
Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the
Schrader Universal Valve

we have concluded to sell parts only to
the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all
makers, or from A. SCHRADER'S SON, Inc.
Price List sent on application.



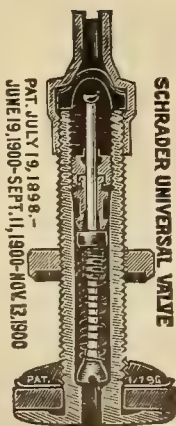
**SIMPLE AND
ABSOLUTELY AIRTIGHT.**

Manufactured by

A. SCHRADER'S SON, Inc.

Established 1844.

28-32 Rose Street
NEW YORK, U. S. A.



In placing orders for next season's requirements, it is well to bear in mind that the

Kokomo Inner Tubes

are of the same class and quality as the

Kokomo Motorcycle Tires

and you all know that the latter have made the motorcycle a more surefooted means of locomotion. They have proved that a truly durable and satisfactory tire is possible. The inner tubes that go with them will serve just as well in other tires.

Kokomo Bicycle Tires

are just as good as ever they were and there never was a time when there were better tires, no matter what prices may have been charged for them.

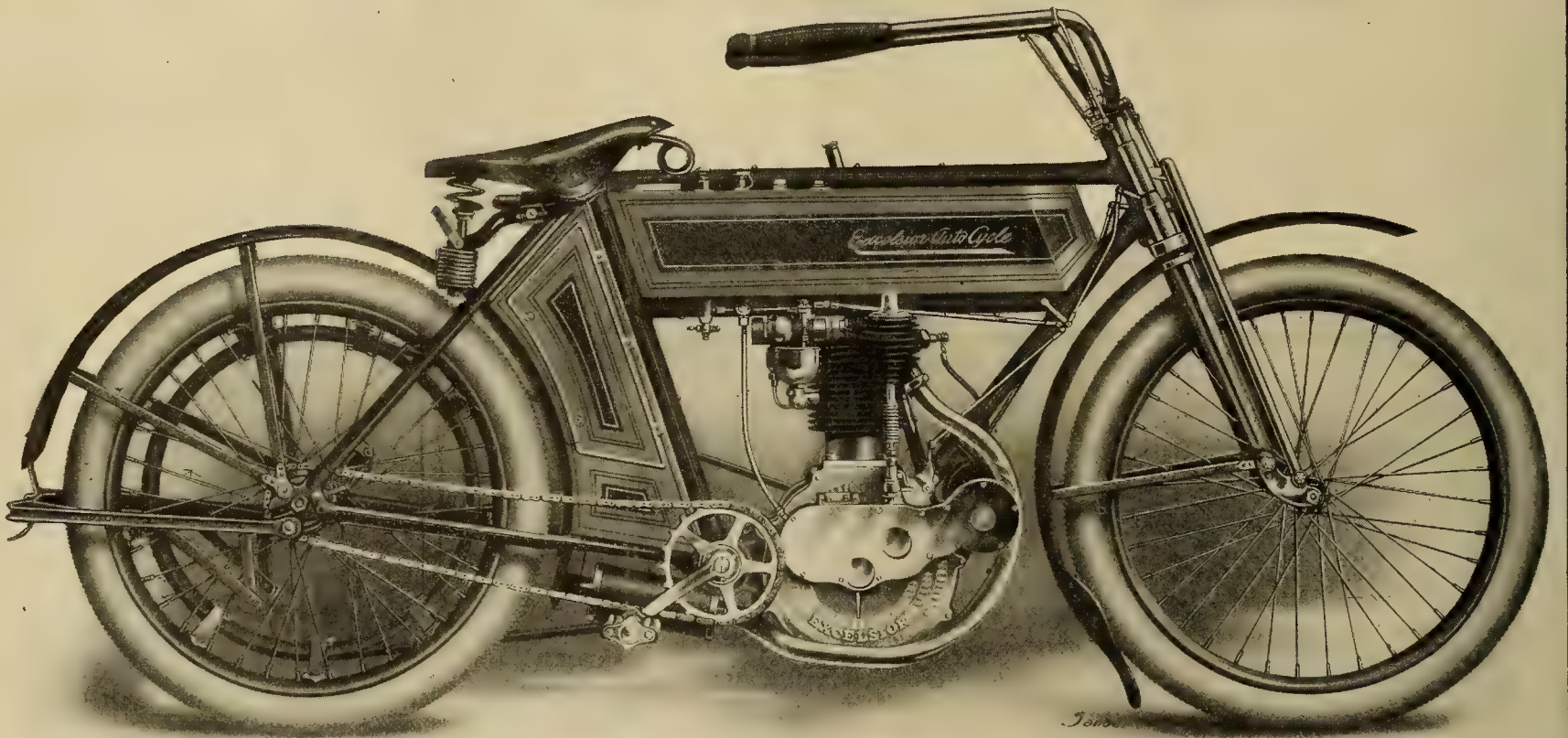
QUOTATIONS ON REQUEST

KOKOMO RUBBER COMPANY, Kokomo, Ind.



EXCELSIOR AUTO-CYCLE

Better Than Ever For 1910



¶ No product of human skill and ingenuity has ever exceeded the record of the
EXCELSIOR AUTO-CYCLE

¶ Designed and built by men who know, thoroughly tried and proven before being offered to the public, it MADE GOOD and has become universally recognized as the LEADER OF AMERICAN MOTORCYCLES. ¶ No changes in the 1909 model were found necessary and but few advisable, but we have added such refinements as mechanical feed oiling system, valve silencer and the lowest saddle position ever attained in a road machine. ¶ Our advance catalog C10 tells all about this and the new EXCELSIOR TWIN, that will excel all other motorcycles as the EXCELSIOR 30.50 excels all other single cylinders.

EXCELSIOR SUPPLY COMPANY

233-237 E. Randolph St.

Established 1876

Chicago, Illinois

Eastern Representative: STANLEY T. KELLOGG, 2312 Broadway, New York.

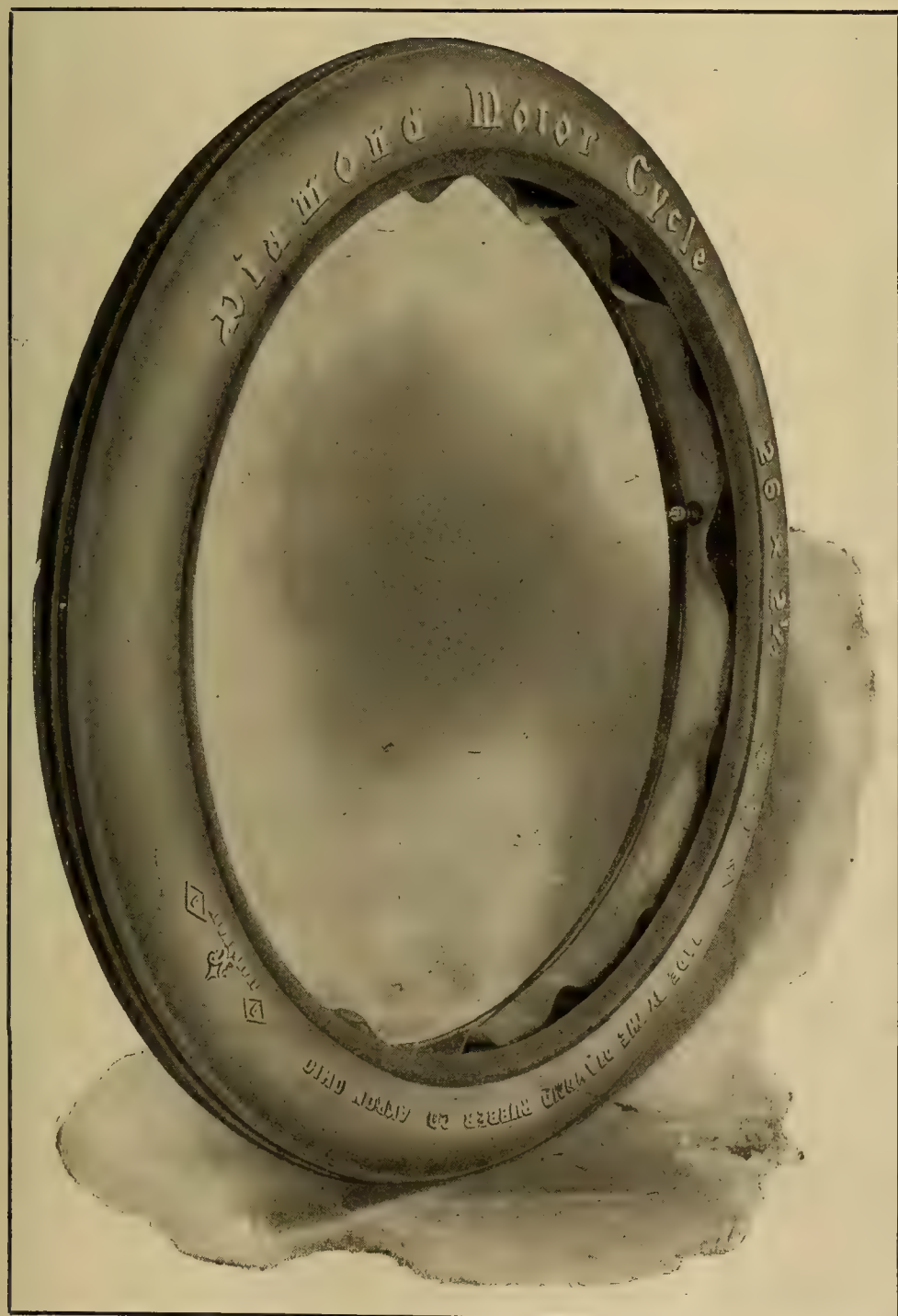
☛ Space 613, Motorcycle Section, Madison Square Garden Show ☛

Long Life and Large Mileage also Safety

THE KEYNOTE OF OUR INTRODUCTION OF

Diamond

Motorcycle Tires, Casings and Tubes



A tread of heavy gauge and heavily corrugated prevents skidding and resists punctures.

Extremely tough and very flexible.

A perfectly fitting bead.

But the long and short of it is that Diamond Motorcycle Tires are on a par with Diamond Automobile and Bicycle Tires.

Can we say more?

SPECIAL CATALOG ON REQUEST

**The Diamond
Rubber Company**

AKRON, OHIO

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

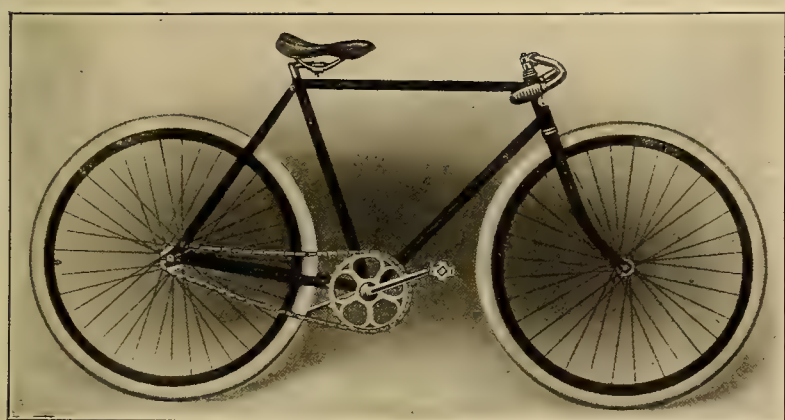
The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

A Prosperous New Year

We take this opportunity to extend every bicycle dealer our best wishes for a Happy and Prosperous New Year. Not for many seasons has the trade begun a new year under such satisfactory auspices. The lean times have given way to the most encouraging conditions and the future holds better things yet in store. "Good times" is the order of the day. The time for prediction has passed—the business is with us—now. The thing then is to take care of it and keep it going and growing. And above all let every dealer be prepared for the trade that is here and in sight.

We urge POPE DEALERS to order such stocks of wheels as the conditions and prospects warrant, and not get caught without goods. Although we have never been so well prepared to handle orders as we are this season, business is booming in all lines and deliveries on materials are growing slower. Let no one lose business. Again we wish you one and all a Happy and Prosperous New Year.



\$30 Crescent

Crescent Bicycles

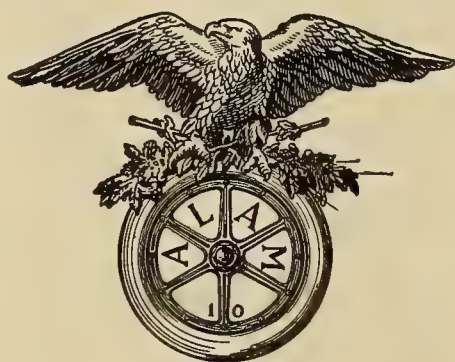
Among all the bicycles of moderate price, none stands so high in popular esteem as the Crescent. It has held this position consistently season after season for nearly thirty years.

It gives the greatest possible value for a fair price, and the Crescent nameplate on a bicycle is assurance to every purchaser that the machine is up-to-date in style, easy running, of great durability and constructed of the best of materials.

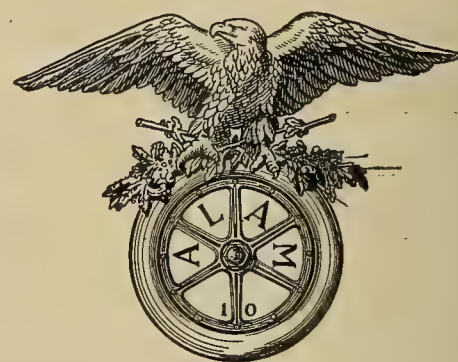
THE POPE MANUFACTURING CO., Hartford, Conn.

Tenth National AUTOMOBILE SHOW

Madison Square Garden, New York City



January 8 to 15, 1910



UNDER THE AUSPICES
OF THE

Association of Licensed Automobile Manufacturers

There will be shown a complete line of GASOLINE AUTOMOBILES manufactured under the Selden Patent, ELECTRIC CARS, COMMERCIAL VEHICLES, TAXICABS, etc. A full line of TIRES, ACCESSORIES and PARTS. The only complete

Exhibition of Motorcycles and Their Accessories

to be shown in New York in 1910. The following Manufacturers of Motorcycles and their Accessories will exhibit:

MERKEL-LIGHT MOTOR CO.
THE CONSOLIDATED MFG. CO.
N. S. U. MOTOR CO.
AMERICAN MOTOR CO.
HENDEE MFG. CO.
THE HERRING-CURTISS CO.
HARLEY-DAVIDSON MOTOR CO.
READING STANDARD CO.
AURORA AUTOMATIC MCHY. CO.
GREYHOUND MOTOR WORKS.
THE PIERCE CYCLE CO.

EXCELSIOR SUPPLY CO.
THE NEW ERA AUTO-CYCLE CO.
ECLIPSE MACHINE CO.
F. A. BAKER & CO.
ROYAL MOTOR WORKS, INC.
THE MIAMI CYCLE & MFG. CO.
EMBLEM MFG. CO.
MARVEL MOTORCYCLE CO.
RELIANCE MOTORCYCLE CO.
S. D. MFG. CO.

MORGAN & WRIGHT

WHITE TREAD MOTORCYCLE TIRE

Single or Double Clinch

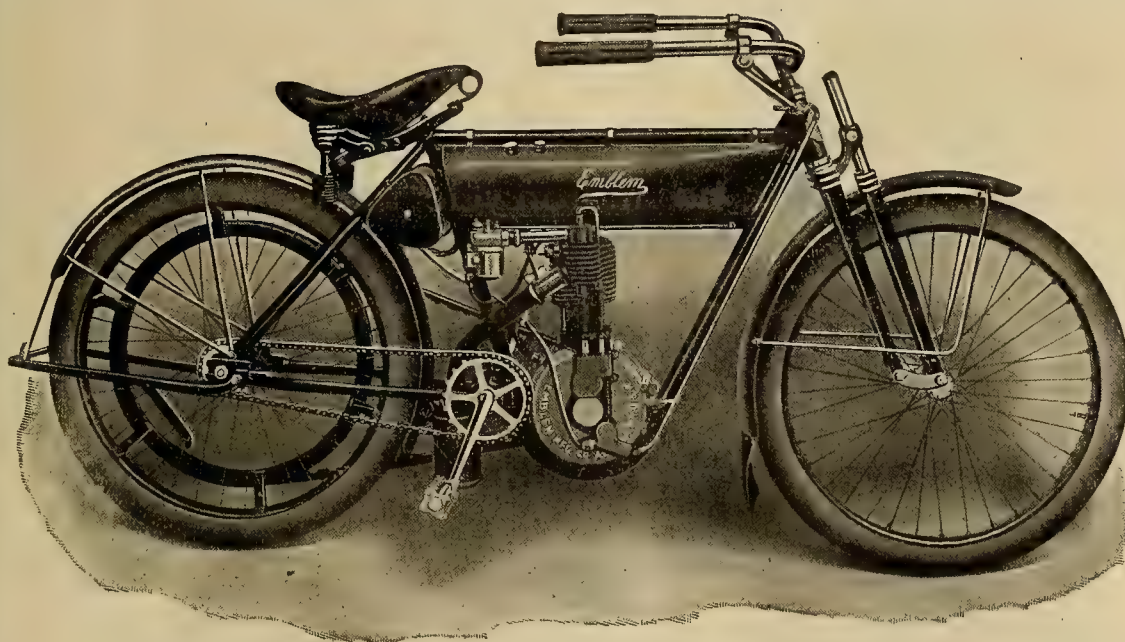
Pay what you will, look where you will, you cannot obtain a more dependable, better wearing motorcycle tire than the Morgan & Wright White Tread.

Can you afford to put up with inferior services when your manufacturer will be glad to equip your machines for the coming year with M. & W. White Treads at no additional cost?

MORGAN & WRIGHT, Detroit

THE EXCELLENCE OF THE EMBLEM

can be made plain to anyone seeking genuine motorcycle values.



Singles and Twins

and all of them right up to
the minute.

If you are looking for a
profitable agency or for your
money's worth, just say the
word and we'll "do the rest."

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Alexander-Sewald Co., Atlanta, Ga., for the South; Henry Keidel & Son, Baltimore, Md., for Virginia and West Virginia.



FISK
BICYCLE
TIRES

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TIRES

**The Best Bicycle
Tire in the World!**

Be sure and ask
for

FISK 66

One of the famous
FISK QUALITY
products.

THE FISK RUBBER CO.
Chicopee Falls, Mass.
Branches in 17 Cities.

There is a Coil

which electrically is so perfect that it will give a working spark on even a faint primary current, while it also will stand heavy overload current without "breaking down."

So sturdy and tough, too, that no motorcycle service can lessen its high efficiency.

It is made for singles or twins, and is supplied with either flat or conical ends.

Its name is 

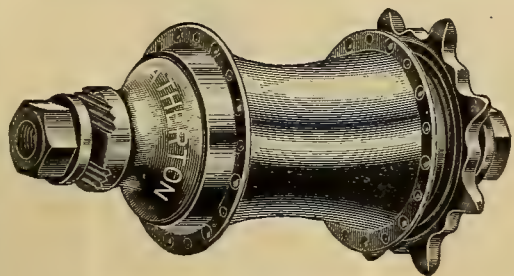
PITTSFIELD

PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

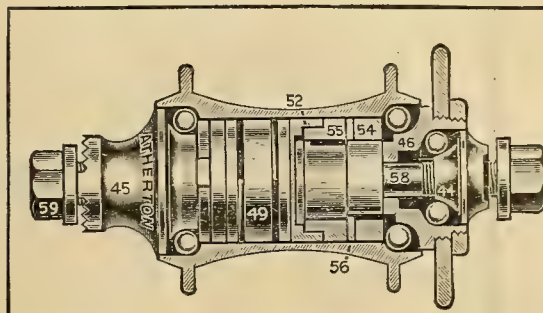
The Only Real Development

in Coaster Brakes Since the First One Was Produced



is the

NEW



Armless Atherton

All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

IT AVOIDS { Endwise Sliding Parts
Jamming End Strains
Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

Operated by cams and levers

IT AFFORDS { Perfect Brake
Absolutely Free Coaster
Genuine Satisfaction

Get the up-to-date coaster brake while you are about it.

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

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to visit

Space 618

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New York Auto Show

January 8th to 15th, 1910

We will make your visit interesting

THE MIAMI CYCLE & MFG. COMPANY

Middletown, Ohio

MAKERS OF

THE RACYCLE MOTORCYCLE

RACYCLE — BICYCLES — HUDSON

MUSSELMAN ARMLESS COASTER BRAKES

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, January 1, 1910.

No. 15

ECHOES FROM THE DISTANT PAST

Two Cases Arise Involving Once Prominent Concerns Long Out of Business—
Insolvency Suit Still Open.

If the mills of the gods grind slowly, as classically they are stated to do, they nevertheless sometimes have a practical parallel in the affairs of cycle concerns, which have long ago passed out of active existence, but are still involved in legal matters that call up echoes from the dim, dead past. During the past week two instances of this kind developed, relating to once widely known concerns; both of which went out of business some 10 years ago, one a trade mark case, and the other an insolvency suit.

Trade mark interference proceedings have been declared against the Tourist Cycle Co., of Syracuse, N. Y., at the instance of Melvin J. Foyer, of Toledo, O., who has found that trade marks registered by the company in the past are very similar to or the same as those for which he made application last November to register. Edward B. Moore, the commissioner of patents, in officially declaring the proceedings, recites in his summons to the Tourist company that a registered letter was mailed to the company containing declaration, summons and complaint and that the letter was receipted for by Roy Porter for E. C. Stearns. Because the name of neither Porter nor Stearns appears on the record in the Tourist company's registration papers and no proof has been submitted that they are authorized to accept service the company, the company or its legal assigns or representatives are cited to file contest before January 4 or their trade mark rights will be defaulted. The concern went out of business about 10 years ago, and E. C. Stearns says that he no longer has any interest in what may be done in the matter.

Recent events have called attention to the fact that although the insolvency court

of Worcester county, Mass., has been out of existence since 1898, a case before it involving the failure of the Worcester Cycle Mfg. Co., and which was brought more than 12 years ago, is still pending. The failure took place in October, 1897, the liabilities being \$626,962.18, and the assets \$209,091.07. The final account of T. Hovey Gage, Jr., the assignee, was filed December 31, 1904, showing receipts of \$497.03 and expenses of \$1,500. The accounting never was allowed and the case is still open.

Brooklyn Firm Changes Its Location.

Brazenor & Ruderman, the Brooklyn (N. Y.) agents for Thor and Excelsior motorcycles, have removed from 841 to 1041 Bedford avenue, near Greene avenue. The change affords more "elbow room," and when alterations are completed, the firm claims that it will have one of the best equipped power repair shops in New York.

Snow Sells Out to Rival Firm.

Finch & Hayes, of Hartford, Conn., who represent the Merkel and Light in Hartford, have taken over the stock and store of G. A. Snow, at 1157 Main street, and with their increased room and facilities, will have one of the leading establishments in the city. Snow, who handled the Thor and F. N., retires from the business.

Trenton Company to Handle Motorcycles.

The C. P. Weeden Motor Co., Trenton, N. J., has incorporated under the laws of that state, with \$100,000 capital, to deal in automobiles, motorcycles and other vehicles. C. P. Weeden, J. B. Weeden, J. S. Valentine, M. B. Valentine, E. M. Valentine, all of Trenton, are named as corporators.

Davidson Goes to Pacific Coast.

Arthur Davidson, of the Harley-Davidson Motor Co., Milwaukee, Wis., is making an extended sweep of the Pacific Coast. It is his first visit to that part of the country, but the fame of the Harley-Davidson motorcycle had preceded him.

FREE ENGINES WILL BE NUMEROUS

Eleven Motorcycle Manufacturers to Supply the Eclipse Pulley—Similar Sprocket now in Prospect.

That the Bicycling World's long campaign for free engines and two speed gears finally has been won and that there are happier days in store for motorcyclists, there is abundant evidence. The number of such devices that will be in use and available for use during the new year will be greater than even the most enthusiastic dared hope would be the case, and they will play leading parts in making motorcycles practicable under any and all conditions and for all manner of men.

The extent to which the trade has awakened to the need for and value of a free engine was made plain this week when the Eclipse Machine Co., Elmira, N. Y., made known the names of the motorcycle manufacturers who will supply the Eclipse free engine pulley on their 1910 models. These manufacturers are eleven in number, as follows:

Merkel-LightMotor Co., Harley-Davidson Motor Co., Emblem Mfg. Co., Miami Cycle & Mfg. Co., Greyhound Motor Works, Consolidated Mfg. Co., Herring-Curtiss Co., Marvel Motorcycle Co., Wagner Motorcycle Co., Royal Motor Works, and the Reading Standard Co.

The Eclipse device is applicable to any belt driven engine. It comprises essentially a cone clutch on the crank shaft and which is incorporated in the pulley. Merely pulling a wire or lever throws the clutch out of engagement with the pulley and permits the latter to "coast" or run idle, which means that although the engine is operating it also is running "free, and will not transmit power to the rear wheel until the clutch and pulley again are thrown into engagement.

When the device first was illustrated and

described in the *Bicycling World* of July last, the Eclipse company was immediately inundated with inquiries and orders which indicated how great was the welcome awaiting such an invention; the company then was not in position to make deliveries, however, and because of the fact inquiries did not cease. In the interim the pulley has been perfected and tried out until it has met with the favor of motorcycle manufacturers and made ready for general use.

That it is likely that there also will appear an Eclipse free engine sprocket for application to chain driven motorcycles has ceased to be a state secret. For the Eclipse people have applied their free engine idea to a sprocket and now are putting it to the test in that form.

Dealers' Provision for "Tinkers."

Having recently taken up motorcycles—the Harley-Davidson and the Minneapolis—the Appeal Mfg. & Jobbing Co., of Los Angeles, Cal., has instituted an unique innovation in its motorcycle establishment which has been opened at 751 South Spring street, the innovation taking the form of a special department for motorcyclists who wish to work on their own machines. In almost all places where motorcycles are repaired or stored trouble is experienced as a result of the inclination of many of the motorcycle owners to impose on the proprietor's good nature by appropriating tools, vises, benches and other necessities in the repair department while "tinkering" or repairing their own mounts, thus interfering with the work of the regular repairmen and causing more or less disorganization and confusion. To obviate this sort of thing, the Los Angeles firm has set aside a large space fitted not only with work benches, vises and the like, but having lockers where the owners can keep tools, lubricants, riding outfits and whatever else they may choose.

To Sell Motorcycles in Raleigh.

The Raleigh Motor Car and Machinery Co., Raleigh, N. C., has incorporated under the laws of that state, to deal in automobiles and motorcycles. Its authorized capital stock is \$25,000, of which \$7,000 has been paid in. The men named as incorporators are A. W. and L. McA. Goodwin, and Charles L. Woodall.

Arkansas Dealer Quits and Restarts.

Martin Hoff, who conducted a bicycle and gun store in White, Ark., has sold his business to the Gulledda Bros. Co., and removed to Fayetteville in the same state. He is preparing to embark in the same business in the latter place.

New Concern Starts in South Carolina.

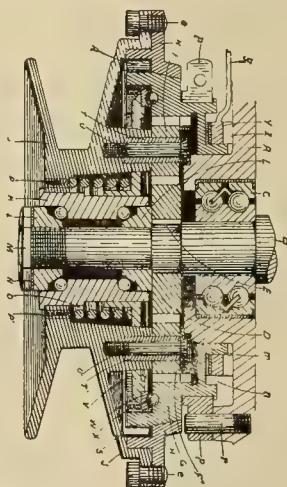
The Sumter Motor Car Co., Sumter, S. C., capital \$10,000, has been organized under the laws of that state. The sale and repair of motorcycles are included in its stated objects.

RELIANCE EVOLVES A TWO-SPEED

Is of the Planetary Type and Claimed to be Unusually Compact—Its Construction and Operation.

From an unexpected source, the Reliance Motorcycle Co., of Owego, N. Y., there has come a two-speed and free engine device which is sure to obtain its share of attention. It is in the nature of a speed changing pulley for which it is claimed that compactness has been arrived at without crowding of the working parts; a simple lever control is used for its operation.

The mechanism and construction is disclosed by the accompanying sectional view, in which the parts are lettered for a more easy understanding of the operation. The



motor shaft, B, supported by the double ball bearing, C, in the motor case, A, has keyed to it at E, the driving pinion, D. Another double ball bearing, K, of which the cones, L, are attached to the outer end of driving shaft, B, supports the V shaped drive pulley, J. Four planetary pinions, of which two only are shown at F, run upon hardened and ground sleeves, T, held securely in the bosses formed on pulley, J, by the screws, U, which are still further supported on their outer or free ends by the drive ring shown in section at M. G is an internally toothed clutch member, ground to an accurate taper fit into the external housing H, which is accurately fitted to pulley J, and held in position by the retaining screws, e, e. A spider, V, having four arms extending between the bosses holding the planetary pinions, F, supports the ring, W, which forms one side of a ball thrust bearing. A powerful spring, O, encircling the member, K, is compressed against the spider, V, at one end and the interior portion of the pulley, J, at the other end. Y is the movable, and Z the immovable members of an ordinary ring cam, which, when operated circularly by the lever moves the thrust washer in an axial direction away from motor case A. At P is shown a section of the brake band supported by pin, r.

The two controls, p and y, are operated by one lever on the motorcycle in such a

manner that a backward movement of this lever forces the cam rings, Y and Z, apart and also tightens brake band p. Forcing the cam rings apart throws clutch member G out of contact with clutch ring H, and tightening brake band, p, holds clutch member G from turning. Assuming that the motor is running, shaft B turns in its usual direction and the gear, D, causes the pinions F, F, to travel in the same direction over the internal teeth of G, but at a greatly reduced speed. As these pinions are supported on the pulley, J, the latter, consequently is driven at a much lower speed than that of shaft B.

Moving the hand control lever to its forward position loosens brake band p, and also allows the cam rings, Y and Z, to assume a position where the spring, O, operating through the spider, V, and thrust bearing, Wx, can thrust them together. At the same time spring O, forces clutch G into positive contact with clutch ring G, into positive contact with clutch ring H, and the entire mechanism, including pulley J, is locked as one piece and revolves at the same speed as the motor shaft B.

The control lever moved to a position midway between its extreme movements, operates cam rings Y and Z to push the clutch G out of contact with H, but does not tighten brake band p. Clutch G, therefore, is free to move, and with the motorcycle (including pulley J) stationary, and motor running, revolves backward by reason of the pinions F, F, acting as counter shafts between the driving gear, D, and the internal teeth of clutch member G.

Spring Seat of Radical Pattern.

Many have been the forms of spring seats brought out for motorcycles, each claiming to be the last word in the attainment of the most comfortable riding position, but it has remained for a foreign genius to evolve something entirely new in this direction. His contrivance consists of a padded seat of generous size, suspended on three large helical springs which have their main support on the rear stays immediately above the mud guard, and are further supported by stay rods clamped to the lower portions of the stay tubes. This arrangement gives more spring support than is contained in the ordinary saddle, and the front of the seat has as much spring as the rear, and more seat room and a lower riding position also are obtained.

Denver Dealer to Build a Store.

Abram Buckton has let contracts for the erection of a two story building at 1487-91 South Broadway, Denver, Col. When completed, he will occupy it with a stock of bicycles, hardware and sporting goods.

Montana Partnership is Dissolved.

W. W. Quinn and E. R. Mason, trading as the Missoula Cycle & Supply Co., Missoula, Mont., have dissolved partnership, Mason retiring. Quinn will continue the business under the old title.

CURTISS WITH OFFSET CYLINDER

Hammondport Manufacturer Makes a Radical Departure—Other Striking Features of His New Engine.

One of the greatest surprises and also one of the most radical departures from current motorcycle practice yet disclosed is the new Curtiss engine, which has been designed for use in the Curtiss and Marvel motorcycles. Its striking feature is that its cylinder is offset from the crank shaft, the effect being to transmit the thrust of the piston more directly to the crank during the early part of the stroke, when the pressure within the cylinder is at its maximum. Although this principle has been applied to advantage in automobile engines and also in certain classes of steam engines, Curtiss is the first engineer to use it in a motorcycle engine.

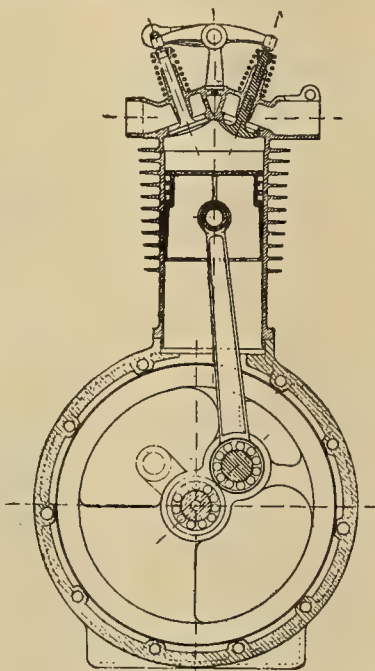
A somewhat less radical but no less novel application of automobile methods is the valve arrangement, which also is an exclusive element in the motor. Both valves are placed in the head of the one-piece cylinder, their stems being inclined at an angle of about 45 degrees to each other, and open directly into the cylinder. By this means the cylinder interior is left perfectly plain, the head being slightly dome shaped. It is free from rough spots and corners, may be machined throughout the combustion chamber, and thereby is rendered free from tendencies to accumulate carbon deposits. A rocker arm, mounted centrally over the cylinder head and actuated by a single vertical rod from the cam shaft, serves to operate them both.

The cylinder dimensions are $3\frac{5}{8}$ inches bore and $3\frac{1}{4}$ inches stroke, the piston displacement thus working out at 33.54 cubic inches. The horsepower rating is 4.5. The valves are unusually large, $1\frac{1}{8}$ inch diameter. Two $9\frac{1}{2}$ inch fly wheels, enclosed in the crank case, are used, their combined weight being 18 pounds. Either battery or magneto ignition may be used, but for the magneto system, a special bracket is provided on the crank case.

Another feature which is of striking merit is the automatic oiling system. For lubricating the crank shaft, piston and timing gear parts, a large oil well is provided in the crank case, from which the bearings are fed by splash. An automatic regulating device, consisting of a float valve located within the crank case, serves to maintain the oil at a constant level under any and all circumstances. A glass window in the case permits the float mechanism to be seen from without, and also allows of inspecting the condition of the oil.

As the Bicycling World pointed out several months since in discussing the subject, the effect of offsetting the crank shaft is to decrease the pressure of the piston against the side of the cylinder during the

working stroke. At all times, save when the connecting rod is perfectly vertical, the pressure on top of the piston is divided between the crank and the wall, just as the weight of a man standing on a ladder is sustained partly by the ground and partly by the wall against which the top of the ladder rests. When the crank is half way between its top and bottom positions, this side thrust is greatest in proportion to the total pressure on the piston. But if instead of placing the cylinder directly over the center of the crank shaft it is placed a half inch or so to one side, as is done on the Curtiss motor, the angularity of the connecting rod will be diminished during the working stroke, and hence the wall thrust



CURTISS MOTOR WITH OFF-SET CYLINDER

will be reduced. The wall thrust also will be increased somewhat on the compression stroke, but as the pressure on the piston during compression is relatively very light, the general effect on the motor of offsetting the piston is an improvement in net power, together with a considerable reduction in the maximum stress on the parts. In the new Curtiss engine, indeed, it is claimed that the pressure on the parts affected is reduced one-fifth by the amount of offsetting which has been adopted.

EXPORT INCREASE IN NOVEMBER

Substantial Gains Made in Several Countries Partly Offset by Losses Elsewhere—Record of the Month.

Improved conditions in certain sections of the export field, which were noted in the record for October have continued, with the result that the November totals reveal a gain of nearly \$4,300, as compared with the returns for November, 1908. Ten of the eighteen divisions of the foreign market shared in the steadying effect, their total increased purchases of American bicycles and parts amounting to nearly \$14,000.

How wide the area over which the upward tendency prevails, is indicated by the gains in the groups, "Other Asia and Oceania," "Other Europe," British Australasia and British North America, which exceed those of all other territories. In amounts these divisions have gained, respectively, \$3,300, \$3,100, \$2,500 and \$1,500 in round numbers. Cuba is next in order of appreciation, while the markets of Other West Indies and Bermuda, Argentina, Brazil, Germany and "Other South America" are practically neutral. The United Kingdom, though still improving, shows an advantage over last year of only \$800. The greatest losses for the month were those of the Netherlands (\$4,360), Japan (\$1,850) and Belgium \$1,840).

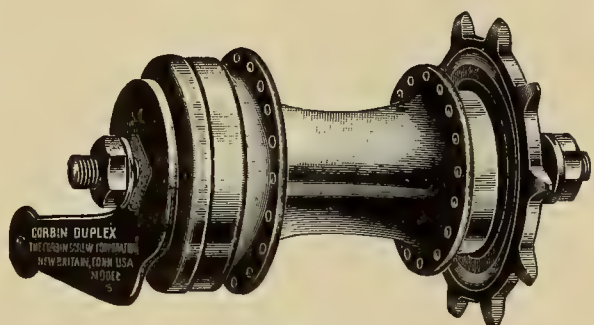
The effect of the decline previously noted is evidenced in the totals for the 11 months ending with November, the absolute depreciation as compared with the corresponding period of one year ago amounting to \$16,000 and over. Opposing this tendency, however, were substantial gains on the part of the United Kingdom, "Other Europe" and France, in amounts of \$33,300, \$24,800 and \$15,800, roughly speaking. Mexico's total loss for the period in question, which was the greatest experienced, amounted to \$25,800. Japan, Germany and British Australasia were next in order of loss, while the remainder of the 12 divisions in the declining side of the market were less important. The report in detail follows:

Cycles, and Parts of— Exported to—	November		Eleven Months Ending November		
	1908	1909	1907	1908	1909
United Kingdom	\$5,103	\$5,911	\$247,359	\$72,429	\$105,746
Belgium	2,415	574	24,988	25,193	22,032
France	734	285	52,970	7,256	23,023
Germany	230	67	37,733	27,453	13,303
Italy	1,690	682	21,077	21,644	20,932
Netherlands	4,858	485	33,676	32,442	29,852
Other Europe	1,067	4,190	148,239	82,332	107,127
British North America	2,073	3,599	61,013	56,439	54,748
Mexico	5,784	5,244	82,005	75,803	50,014
Cuba	982	2,288	45,684	25,876	26,944
Other West Indies and Bermuda ..	1,233	1,348	21,676	17,952	12,757
Argentina	464	1,581	15,346	17,825	16,207
Brazil	260	455	12,523	5,303	3,684
Other South America	1,085	895	13,142	14,434	8,610
Japan	3,766	1,912	96,581	62,571	41,285
British Australasia	2,738	5,282	83,356	67,523	54,417
Other Asia and Oceania	2,726	6,089	13,196	22,151	27,560
Other countries	733	1,331	7,395	7,898	8,191
Totals	\$37,941	\$42,218	\$1,017,959	\$642,524	\$626,432

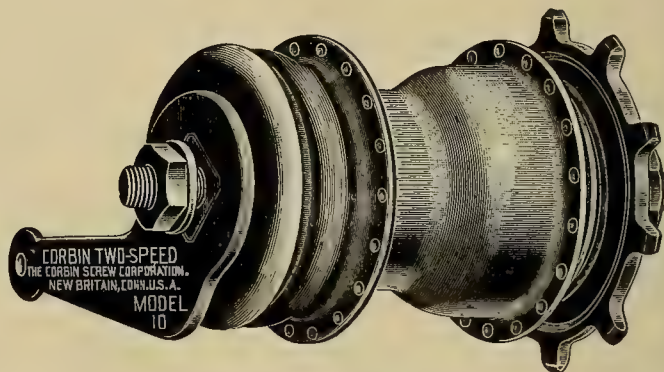
Like many others,

Another Year Has Passed Into History
as a year of

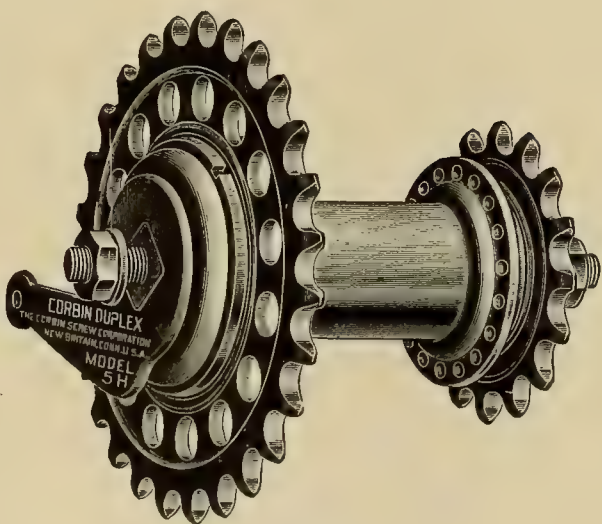
Corbin Satisfaction



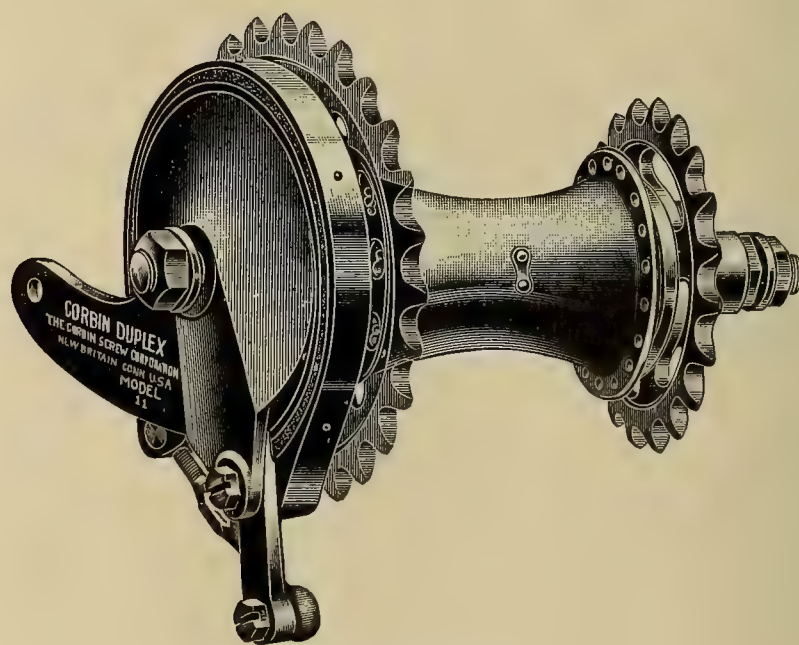
Standard



Two-Speed



Standard



Backpedaling Band

Corbin Coaster Brakes

like all other goods bearing the Corbin name are
made to give satisfaction and they have a happy way
of doing so. Is your happiness insured for 1910?

THE CORBIN SCREW CORPORATION

NEW BRITAIN, CONN.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD MOTORCYCLE REVIEW

FOUNDED 1877

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Address us at P. O. Box 649.

NEW YORK, JANUARY 1, 1910.

The Old Year and the New One.

Taking a broad general view of the twelve month just past, it may be said that it has been a pretty good year for the bicycle and motorcycle industries and that there are few who rightly have much fault to find. The bicycle business has prospered to an extent that exceeds even some optimistic predictions that were made for it at the start of the year; the volume of business and the general conditions have been better than for a long time. At the same time the motorcycle trade has continued its upward trend and still further has expanded and yielded satisfying returns to those who have been in a position to harvest them, and who know how to perform the harvesting.

Failures have been few and far between, but, as in every other field of human endeavor, there have been those who for one reason or another have not been able to make the year count much to their advantage. In some cases it has been for lack of capital or because of plans which were interrupted in the maturing of unforeseen exigencies. But these misfortunes were the exception and not the rule.

Not only has prosperity visited the manufacturers who have been able to "deliver the goods," figuratively and literally, but the jobbing and retail trade has shown a

substantial and satisfactory activity. Where aggressive and intelligent business-getting methods have been employed the rewards in practically every case have compared favorably with those obtained for like effort in other lines of business. Indeed the general forward movement in the trade in some instances has brought business and prosperity to men and concerns whose indifference and apathy has had to give way to surprise and renewed interest.

In turning to the new year, the outlook for the cycle trade, while shorn of any "boom" features, is distinctly promising as to profits and substantiality, and the motorcycle appears as though it would exceed all former records for expansion and development. In fact everyone who is at all "in right" as to the production, wholesaling or retailing of bicycles, motorcycles or their accessories, has reason to congratulate himself that he is in a business which is going forward instead of simply "holding its own." It is for the individual to make the most of such conditions. Years are largely what we make them. The new year, so full of hope and reflecting so much prosperity, should hold happiness for all who intelligently seek to attain it. The measure of the happiness may not be equal but to paraphrase an old saw, "If you can't be happy, be as happy as you can."

Welcome to the Free Engine.

Only the motorcyclist who has been halted on a rough hill or a "mean" one, or who has been dismounted on a stretch of rough or sandy or other loose road, is in a position to thoroughly appreciate the two speed gears and the free engines which at last are so numerous in sight.

As there are few riders who have not suffered such stoppages and also the strenuous toil that comes of attempts to restart, appreciation of the devices should be general. Toil of that nature is and has been sufficient to minimize or ruin many days of pleasure and to rob motorcycling of not a small part of its joy, and the invention that affords relief well may be called blessed.

Whatever may be the case where smooth roads abound—and pushing a motorcycle up even the smoothest hill is an experience not soon forgotten—on such give-and-take roads as exist in America a free engine—a device that will permit motorcycles to be readily started from a standstill—is absolutely essential to the enduring success of the new and otherwise delightful form of locomotion. There are many other advan-

tages which the two-speed and free engine afford but this probably is the greatest one and the one that is most far-reaching.

At the risk of becoming tiresome, the Bicycling World and Motorcycle Review has long preached the doctrine of free engines and two speed gears, and now that the preaching is about to bear rich and abundant fruit, it is our opinion that so soon as the benefits of such devices are experienced and news of them generally disseminated, motorcycles will attain to far greater usefulness, and motorcycling begin really to flourish and those engaged in the industry to reap rewards in even more adequate measures than heretofore.

Where Does the Union Stand?

According to a notice bearing the typewritten signature of the secretary of the newly formed Tri-City Union of Motorcyclists, "the sporting events held by the organization will be under the sanction of the T. U. M.," which will also appoint supply stations and official hotels, and "map out routes of the state," etc.; the same notice also remarks that "the boys have a president of the commission that they can be proud of," all of which signify very much or merely loose phraseology.

It seems to suggest encroachment on the domain of the F. A. M. and the reference to "the sanction of the T. U. M.," apparently lends color to the information conveyed by an anonymous letter which stated that the Tri-City Union was not as innocent or as kindly disposed toward the F. A. M. as appeared on the surface of communications which our anonymous correspondent added were written by the chairman, and later president, and signed by the secretary.

However that may be, there now is need for the union—which comprises the Buffalo, Rochester and Syracuse clubs—to declare itself. If it is going into the sanctioning business and means to attempt to "cross" the F. A. M., the sooner the fact is made known the better it will be for all concerned. But it may be as well known now as later that there is but one sanctioning power that is or will be recognized, i. e., the Federation of American Motorcyclists.

If the union has "a president to be proud of"—he is no stranger to F. A. M. officials and others who had to do with the national meet in Rochester four years ago—he will do himself proud and aid the union by disavowing desire or intention to tread on F. A. M. grass as quickly and as completely as he knows how.

POPE FUND NOW MORE THAN \$2,500

J. Walter Thompson Adds \$100, Lauds His Old Friend and St. Louis Club Again Swells Its Offering.

One hundred and one dollars were this week added to the Pope memorial fund, the odd dollar coming from the St. Louis Cycling Club, which has done such good work for the memorial project, and the \$100 from Walter Thompson, the well known and long established New York advertising agent, who, incidentally, draws attention to another and seldom remarked feature of the late Col. Pope's faith, far-sightedness and business courage—his appreciation of the value of advertising—high class advertising employed in a large way. For it is a fact that he was one of the first American manufacturers of any sort to realize the value of such publicity. He employed it in no mincing fashion, his faith and courage being shown by the manner in which he invested much of his early profits in advertising conspicuously while the bicycle was little more than a curiosity to the American public.

In making his contribution, which swells the total to \$2,529.60, Mr. Thompson writes:

"In sending my check in contribution to the fund for a 'lasting memorial' to the late Col. Albert A. Pope, I desire to thank you for the opportunity afforded me to associate myself with this public spirited movement.

"Such a subscription needs neither explanation nor excuse. It needs neither English precedent nor French example to give it popularity.

"It was my privilege and pleasure to enjoy a long business association with Col. Pope, and I regard him as one of the leaders among those leading American advertisers, who see in advertising a means of broadening public intelligence as well as a source of business profit.

"Broad minded, public spirited, I know of no man of his time more deserving of an enduring memorial than the man it has been my happiness to call my friend, Col. Albert A. Pope.

"I thank you again for the privilege of contributing to this fund."

The subscriptions to date are as follows:

Bicycling World Co., New York....	\$100.00
John S. Leng's Son & Co., New York	25.00
Will R. Pitman, New York.....	5.00
St. Louis Cycling Club, St. Louis, Mo.	59.00
R. F. Kelsey, New York	10.00
R. G. Betts, New York	20.00
J. J. O'Connor, New York	2.00
A. C. Church, Englewood, N. J.....	5.00
Miss F. A. Clark, Hartford, Conn....	2.00
F. B. Widmayer, New York	5.00
Elliott Mason, Westfield, N. J.....	10.00
Consolidated Motorcyclists, Inc., Keene, N. H.	10.00
Original employes of Hartford Rubber Works Co., per E. H. Brandt—	117.00
Present employes of Hartford Rubber Works Co.	12.00

Persons Mfg. Co., Worcester, Mass.	100.00
F. P. Prial, New York	10.00
James Joyce, New York	25.00
W. J. Morgan, New York	5.00
Amos Shirley, New York	10.00
Eclipse Machine Co., Elmira, N. Y..	10.00
R. D. Garden, New York	25.00
D. J. Post, Hartford, Conn.	25.00
L. M. Wainwright, Indianapolis.....	25.00
John C. Wetmore, New York	10.00
Emil Grossman, New York	10.00
Hearsey-Willis Co., Indianapolis....	10.00
F. A. Baker & Co., New York.....	10.00
B. F. Goodrich Co., Akron, O.	25.00
John S. Prince, Springfield, Mass....	5.00
W. H. Crosby, Buffalo, N. Y.	10.00
S. A. Miles, New York	25.00
Great Western Mfg. Co., Laporte, Ind.	5.00
Henry Goodman, New York	5.00
James E. Sullivan, New York.....	10.00
Motorcycle Pub. Co., New York....	10.00
A. J. Musselman, Chicago	5.00
F. J. Wagner, New York	10.00
Burley B. Ayres, Chicago	5.00
Diamond Rubber Co., Akron, O.	25.00
G & J Tire Co., Indianapolis	25.00
Robert Bruce, Clinton, N. Y.	5.00
Officials, office employes and traveling men Pope Mfg. Co., Hartford.	383.00
Employes Pope Mfg Co., Hartford factory	326.60
Continental Rubber Works, Erie, Pa.	25.00
A. G. Batchelder, New York.....	10.00
Hendee Mfg. Co., Springfield, Mass..	25.00
Alexander-Seewald Co., Atlanta, Ga.	10.00
Emblem Mfg. Co., Angola, N. Y.....	10.00
C. T. Kilbourne, New York.....	5.00
New Departure Mfg. Co., Bristol, Conn.	100.00
Theodore F. Merseles, New York ..	25.00
A. D. Peck, Boston, Mass.	5.00
W. D. Wilmot, Fall River, Mass....	10.00
Century Road Club of America.....	10.00
Fred E. Mommer, New York	5.00
John H. Valentine, New York	10.00
Walthour & Hood, Atlanta, Ga.	10.00
Badger Brass Mfg. Co., Kenosha, Wis.	10.00
A. L. Garford, Elyria, Ohio	100.00
Frederick G. Bourne, New York.....	10.00
Fisk Rubber Co., Chicopee Falls, Mass.	25.00
The Standard Co., Torrington, Conn.	25.00
E. G. Robertson, Baltimore, Md....	1.00
Harry W. Turner, Manchester, Eng.	1.00
Kirk Munroe, Cocoanut Grove, Fla..	5.00
Joseph Goodman, Hartford, Conn..	25.00
Ralph Temple, Chicago	10.00
Dai H. Lewis, Buffalo, N. Y.....	10.00
C. E. Peterlin, Grand Rapids, Mich..	15.00
Arthur N. Jervis, New York	5.00
S. Wallis Merrihew, New York.....	5.00
A. Schrader's Son, Inc., New York..	15.00
Charles E. Miller, New York	10.00
W. W. Stall, Boston, Mass.....	10.00
Century Road Club Association	15.00
American Wood Rim Co., Onaway..	25.00
Fred C. Gilbert, Detroit, Mich.....	5.00
Kokomo Rubber Co., Kokomo, Ind..	25.00
Friends in Boston, Mass.....	200.00
James A. Quigley, Boston, Mass....	5.00
Empire City Wheelmen, Brooklyn, N. Y.	16.00
L. J. Berger, Chicago, Ill.....	5.00
Century Road Club of America, New Jersey Division	5.00
Frank M. Dampman, New York.....	5.00
H. A. Gliesman, New York	5.00
C. H. Gray, St. Louis	5.00
E. C. Stearns, Syracuse, N. Y.....	10.00
D. P. Harris Hdw. Co., New York..	25.00
J. Walter Thompson, New York	100.00

Bicycles not Household Goods.

That a foreign bicycle is not a "household effect," and cannot be so regarded where the question of assessing duty is concerned,

COMING EVENTS

January 8-15, New York City—Motorcycle section, Association of Licensed Automobile Manufacturers' tenth annual show in Madison Square Garden.

January 24-29, Newark, N. J.—Eight hours a day six days race in First Regiment armory.

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

March 2-3, Keene, N. H.—Consolidated Motorcyclists' second annual bicycle and motorcycle show.

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

is the decision of the board of general appraisers recently handed down by General Appraiser Hay.

The case came up before the appraisers recently when Dorsey Brown objected to the action of the collector for the port of New York in assessing his bicycle at 45 per cent. as a manufacture of metal.

Brown contended that as his machine had been purchased in America, and had been taken abroad and returned, it should be allowed to enter free of duty.

Failing, however, to secure the entry of the machine without paying duty, Brown sought to have it classified as a "household effect." He paid the 45 per cent. duty exacted under protest, and the case came before the board of general appraisers for decision.

General Appraiser Hay was unable to agree with the contention raised by the importer that a bicycle comes under the classification of "household effects" and Brown, therefore, loses his case. It is probable that the next time he goes abroad he will take an American-made bicycle with him, so that he will not be compelled to pay duty. It was not stated whether the machine in dispute originally was purchased by Brown, or whether he acquired it second-hand.

New Club with Novel Provision.

At a meeting last week 18 motorcyclists of Wichita, Kan., effected temporary organization of the Wichita Motorcycle Club, P. D. Gardiner being chosen temporary chairman, pending the perfecting of organization. Motions were passed making eligible to membership all riders in the state, and barring dealers from holding office. Among the objects of the club, which include the promotion of race meets, there is one unusual feature, which provides that the receipts from dues shall be used when necessary to assist a member to recover property which is lost or stolen.

RUTT BECOMES GERMANY'S HERO

Feared Arrest, but His Work in Berlin
Race Results in Public Acclaim—He
and Clarke Now Leading.

According to cable dispatches from Berlin, Germany has a new hero, none other than Walter Rutt, who a few weeks ago, with A. J. Clarke as his partner, won the New York six days race. That Rutt had been allowed to ride in Germany and also that he had paired up with Clarke, both were in the nature of surprises.

Behind this simple statement is a long explanation. It is the time-honored law in Germany, as in other European countries, that every native-born man shall serve two years in the army. If a person leaves the country without serving this term and without renouncing his allegiance to his sovereign he is liable at any time he returns to be arrested and compelled to serve in the Imperial army.

Walter Rutt was a youngster when he learned to ride a bicycle. At the time he was attending Heidelberg, learning to be a doctor. College life palled and after he discovered that he had in his legs the making of a future champion, Rutt departed for Paris and there became one of the greatest cracks that ever bestrode a bicycle. Often he has desired to return to his native country from which he had exiled himself, but the fear of being compelled to serve in the army for two years, which would practically end his career as a racing crack, kept him away. Floyd Krebs, of Newark, is in the same predicament. Rutt was not regarded as a deserter, as the cable dispatches stated. His offense was a technical one, to which the odium of desertion was by no means attached.

The first six days race in Berlin was held last year and the Crown Prince became very much interested in the sport. He was particularly gracious to the Americans, Macfarland, Moran and Clarke, presenting each with a pair of cuff links. Clarke's exhibition rides especially pleased him.

As stated, Rutt always has desired to compete in Germany and after he learned that the Crown Prince had become interested in bicycle racing, he made a personal appeal to him to intervene so that he might escape military duty should he return to Germany. Rutt had not heard from his appeal when he was in America, and he returned to Europe on a ship that landed at a French port instead of one that went to Germany, as Macfarland, Clarke, Root, Fogler, Stol and Walthour sailed. When he arrived in Paris Rutt learned that the War Department had exempted him from military duty through the influence of the Crown Prince and that he might go to Berlin and compete in the six days race. It is thought, that because of the Crown Prince's interest, the team of Clarke and

Rutt was especially formed so that Rutt might have a greater chance of winning.

According to the advices from the other side Rutt is doing all he can to please his countrymen. He and Clarke are continually sprinting with the leaders and it is said that Berlin has contracted a bad case of "sixdaysitis." When the race was started last Monday, December 27th, 12,000 persons were crowded into the Zoological Gardens Velodrome. The race will finish Sunday night, 2d inst.

According to the last mail reports received, the following teams were expected to start:

Ellegaard-Bader (Denmark-Germany), Otto Meyer-Bettinger (Germany), Stellbrink-Contentet (Germany-France), Berthet-Brococo (France-Italy), Root-Fogler (America), Stol-Walthour (Holland-America), Stabe-Pawke (Germany), Techmer-Rudel (Germany), Schurmann-Tadewald (Germany), Ryser-Rheinwald (Switzerland), Schipke-Rettick (Germany), Demke-Hall (Germany-England), Nedela-Krupnikoff (Russia), Bruni-Carapezzi (Italy), Conrad-Althoff (Germany), Schurmann, Jr.-Wegener (Germany), Rutt-Clarke (Germany-America).

Fraysee and Hedden Lead Mileage Men.

The century and mileage competition which annually is an institution of the Century Road Club of America will be won by Emile E. Fraysee and J. W. Hedden, respectively. The competition closed this week, but it will take some time to tabulate the complete results as mileage and centuries doubtless will be reported until the last minute. On December 1st Fraysee led the century competition, with Hedden second, and Charles Hausenbauer third. In the mileage division Hedden led Fraysee, Hausenbauer being third in this also.

Meserole and Bassett Re-elected.

What remains of the League of American Wheelmen last month went through the motions of electing officers to serve during the ensuing year. The total number of ballots cast was 72, five of which were blank. There were no opposing candidates, Walter M. Meserole, of Brooklyn, N. Y., being re-elected president; Fred Atwater, Bridgeport, Conn., first vice-president; Quincy Kilby, Boston, Mass., second vice-president; Abbott Bassett, Newton, Mass., secretary-treasurer, and George W. Nash, Abington, Mass., auditor.

Keene Listens to Ignition Lecture.

As a result of a special meeting and "smoke talk," held in Keene, N. H., Wednesday night last, 29th ult., it is certain that a number of the members of the Consolidated Motorcyclists, Inc., know more about ignition than they did prior to that time. L. M. Willard, a prominent electrician of the city, was the principal speaker of the evening and told a lot of things about ignition. After the verbal feast another kind was in order. The local automobile club was the guest of the occasion.

CLUB CAPTAIN WITH RIGHT IDEA

Seeley Makes His Organization's Outings
Diversified and Worth While—Result
of the Year's Competition.

Not the least interesting competition last year was one that did not require any great amount of exertion upon the part of any of the participants, or the fatigue attendant to some competitions. On the contrary, the persons who were engaged in the "battle" for points had as enjoyable a time as one can imagine.

The affair referred to was the club runs competition of the Century Road Club of America, the winners of which were announced this week.

Following the suggestion of the Bicycling World, Captain Alfred H. Seeley determined early last season to make the Century Road Club of America's runs and tours, affairs to be enjoyed and remembered, and to that end each run was to a different point, Captain Seeley always making it sufficiently interesting to attract a large turnout of riders.

During the year eleven official and several informal club runs were held, including several evening runs. Week-end tours were held to Hackettstown, N. J., Sag Harbor and Suffern, N. Y. The riders were given points for attendance on each run, and gold, silver and bronze medals were offered the leaders.

Charles R. Fortenbach, who has just been elected the new captain, was the winner with 60 points. W. L. Russell and F. W. Bennett were second and third with 54 and 51 points, respectively. At the last meeting of the club it was voted to present retiring Captain Seeley with an engrossed set of resolutions for his untiring work during the past season. Those members who scored 25 points or more in the competition are as follows:

Charles R. Fortenbach, 60; W. L. Russell, 54; F. W. Bennett, 51; William Kirchner, 48; Charles Hausenbauer, 44; Herman H. Hintze, 42; R. G. Westervelt, 40; E. E. Fraysee, 37; A. D. Dawson, 34; Henry C. Sommer, 32; L. C. Smith and Andrew Hausenbauer, 31 each; M. J. McMahon, 30; Fred E. Mommer and Herman Geiler, 28 each; John DeBruyn, 26.

South-Siders Choose New Officers.

At a special meeting held for the purpose the South Side Cycling Club of St. Louis, Mo., elected the following officers for the ensuing year: President, William Hellman; vice-president, Harry Losser; financial secretary and treasurer, George Schmidt; secretary, Charles B. Cornwell; captain, John Colhorn; sergeant-at-arms, J. W. Williams. The members sat down to a supper following the transaction of routine business. Next season the club expects to take an active interest in outdoor affairs, and will promote at least one event every month.

PAUL DERKUM GETS A HARD TOSS

Los Angeles Pro and Derosier Fall and are Parties to a Protest—Graves Five Times in Front.

With pleasant weather and a large and enthusiastic crowd numbering 2,000 persons the twice postponed race meet of the Los Angeles Motorcycle Club was held at the Ascot Park mile dirt track near that city on Sunday afternoon, December 19th. M. J. Graves and J. Howard Schafer, trade riders, and Jacob Derosier, the eastern professional, shared the stellar honors of the day. Graves won five events, in one of which, however, he was protested, while Schafer won the half hour race by covering a little more than 30 miles. Graves's most notable performance consisted in capturing the Federation of American Motorcyclists' 5 miles national championship, which he won in the excellent time of 4:44, an average of 56 $\frac{4}{5}$ seconds to the mile, or at the rate of 63 miles per hour. To Derosier went the honor of making the fastest time of the afternoon, which was accomplished in the 10 miles professional free-for-all. His time for the distance was 9:23 $\frac{4}{5}$, which is at the rate of 63.8 miles per hour, his time per mile being 56.3 seconds.

That the Los Angeles public appreciates the thrilling exhibitions of speed and daring in dirt track racing more than it does the faster, though less exciting banked board track racing, was demonstrated by the unstinted applause that greeted every nerve-thrilling brush. Derosier and Derkum furnished the spectators with another thrill not guaranteed by the management when they suffered sensational spills in the last mile of the five miles professional free-for-all. Fortunately, neither man was injured seriously, Derkum being the worst scratched.

For the reason that the 5 miles national championship was the only titular race that has been held in the far west this season it goes without saying that more rivalry developed in that event than in any of the other races. Six trade riders lined up for the fray, with Graves, Schafer, Ward and Kittle on Indians; Balke on a Merkel and Loge on a Thor. Graves led from the start, followed by Schafer. Balke retired after two miles of going and Loge got the better of Schafer in the latter half of the race, there being about 50 yards between Graves, Loge and Schafer at the finish. Ward was next and Kittle fifth, a half mile in the rear. Kittle had a 5 horsepower machine against the other sevens, however. Graves covered one of the miles in 54 $\frac{3}{5}$ seconds. His total time was 4:44, which is remarkable going on a dirt track.

The closest race of the day was the 10 miles professional free-for-all, with Derosier on an Indian, Derkum on a Thor, Mitchel

on a Merkel, and Whittler on an Indian as the contenders. Derosier and Derkum pulled away from the others at the start and at the ending of the first mile the eastern crack led the "native son" by 75 yards, with Mitchel 100 yards back and Whittler eating the dust of all three. At two miles Derkum had gained 25 yards on Derosier, but evidently became nervous for he was seen to turn away out on the curve. Later he said that Derosier had fouled him. Derosier still maintained his lead and at nine miles both he and Derkum lapped Whittler. At that time Mitchel was three-quarters of a mile to the bad. At the finish, reached in 9:23 $\frac{4}{5}$, the fastest time of the day, Derosier led Derkum by about 150 yards, with Mitchel far in the rear and Whittler more than a mile away. After the race Derkum made what sounded like a very foolish protest. He claimed that Derosier had fouled him on the turn of the second mile by applying his brake. In the first place, Derosier was so far ahead of Derkum that he could not have fouled him had he tried, which Derosier says he did not do. In the second place, any one at all familiar with dirt track racing knows what would happen to a rider should he apply his brake while on a turn and traveling at the rate of a mile in 53 seconds. There would be a job for either the hospital authorities or the coroner, as it would be impossible to keep the machine upright after such a foolish action. Nevertheless, the protest was accepted and Derosier's prize money has been held up pending a decision. Naturally Derosier is angry, as he has a right to be.

In the five miles free-for-all the same riders started, but Derkum did not get his machine working properly until the others were on the back stretch. By the end of the second mile, however, he was trailing Derosier, with Mitchel and Whittler having a neck and neck race between themselves a half mile in the rear. It was nip and tuck between Derosier and Derkum until the last half mile, when Derosier fell. Derkum was too close behind to avoid a collision, and he was catapulted from the saddle when his front wheel struck Derosier's fallen mount. Derosier was up in a minute, but Derkum did not regain his faculties until the track physician, T. J. De Vaughn, worked over him a few minutes. Derkum sustained two scalp cuts and a wrenched arm and shoulder. With these two cracks out of the running it was thought the finish between Mitchel and Whittler would be tame. Nothing of the sort happened, however, for a dead heat resulted, which is something so unusual in motorcycle racing as to border on the phenomenal.

In the challenge cup race the entire field except Graves had stock machines of their own ownership. They protested Graves, who was mounted upon a special racer. He was allowed to ride under protest as the racing committee of the club could not be gotten together until later. Of course Graves had an easy time winning, but later he was disqualified and the prize was award-

ed to Clarence Briggs, who finished second. He rode an Excelsior.

The other races taken by Graves were the five miles free-for-all singles, in 5:57; the 10 miles free-for-all, and a 3 miles for machines not exceeding 48 cubic inches.

Irwin Knappe won the three miles for stock machines not exceeding 30 $\frac{1}{2}$ cubic inches, George Schram accounted for the 2 miles novice, and W. T. Carter, riding a Minneapolis Two Speed, won a 300 yards slow race. The half hour race was a pretty contest and was won cleverly by J. Howard Schafer, who covered a little more than 30 miles in the allotted 30 minutes. A. Ward was a close second, with 29 $\frac{1}{4}$ miles to his credit, and F. Montgomery and J. A. Berryman, both on Excelsiors, finished third and fourth, respectively. The summaries:

Two miles novice—Won by George Schram, Indian; second, J. A. Berryman, Excelsior; third, C. Briggs, Excelsior. Time, 2:73.

Three miles, fully equipped stock machines, 30 $\frac{1}{2}$ cubic inches—Won by Irwin Knappe, Indian; second, R. Niederhauser, M-M; third, F. Montgomery, Excelsior. Time, 3:44 $\frac{3}{5}$.

Five miles free-for-all singles—Won by M. J. Graves, Indian; second, E. E. Earhart, Thor; third, Charles Balke, Merkel. Time, 5:57.

Five miles F. A. M. national championship—Won by M. J. Graves, Indian; second, Frank Loge, Thor; third, J. Howard Schafer, Indian. Time, 4:44.

Five miles Los Angeles M. C. challenge race, single cylinder stock machines—Won by Clarence Briggs, Excelsior; second, R. Niederhauser, M-M; third, C. E. Anderson, Excelsior. Time, 6:17. M. J. Graves, Indian, rode under protest and finished first, but protest was decided against him.

Ten miles free-for-all, professional—Won by Jacob Derosier, Indian; second, Paul Derkum, Thor; third, Arthur Mitchel, Merkel. Time, 9:23 $\frac{4}{5}$. Also ran—Fred H. Whittler, Indian.

Three miles, amateur, 48 cubic inches—Won by M. J. Graves, Indian; second, Byron Buneman, Indian; third, Barnard, Indian. Time, 3:15.

Ten miles free-for-all, amateur—Won by M. J. Graves, Indian; second, J. H. Schafer, Indian. Time, 9:35. Fastest mile by Graves, 55 seconds.

Three hundred yards slow race—Won by W. T. Carter, Minneapolis Two Speed; second, C. E. Anderson, Excelsior. No time taken.

Five miles free-for-all, professional—Arthur Mitchel, Merkel, and Fred H. Whittler, Indian, rode dead heat, purse divided. Time, 4:57. Derosier and Derkum fell.

One-half hour, free-for-all, amateur—Won by J. Howard Schafer, Indian, 30 miles 150 yards; second, A. Ward, Indian, 29 miles; third, F. Montgomery, Excelsior, 24 miles; fourth, J. A. Berryman, Excelsior, 23 $\frac{3}{4}$ miles; fifth, J. Kane, Indian, 23 miles. Schafer won Buneman trophy for leading at 25 miles.

TWELVE MONTHS OF CYCLE SPORT

Summarization Comprises Many New Records and Notable Achievements—Men
Who Won the Laurels.

Even the most pessimistic must admit that the year 1909 not only brought about one of the greatest achievements ever writ in cycling history, but that it was a banner year in every way. Not only has the sport taken a marked upward trend, but more people are riding bicycles than was the case in 1908. Not in ten years have there been such large fields in professional and amateur competition, and this is true not only of New York and vicinity, but of the country at large. There seems to be more interest in bicycle racing than there was last year, or for some years before that, a fact evidenced by the large crowds that have attended race meets.

The most notable achievement of the year was the breaking of the world's professional one hour paced record by Paul Guignard, when he covered 63 miles 189.8 yards in 60 minutes. This remarkable feat was accomplished at Munich, Germany, September 15, and it was during this ride that Guignard also broke all the world's paced records from 10 to 100 kilometers, inclusive. His time for the latter distance was 59 minutes 1 second. The world's hour record previously had stood at 61 miles 904 yards, made by A. E. Wills upon the same track in 1908.

The world's amateur record for one hour behind pace also suffered a terrific battering, and upon the same track as that which Guignard made his great ride. The first rider to better the record of 51 miles 691 yards, made by Lapize in 1908, was a German, Hans Ludwig by name. On July 23 Ludwig succeeded in covering 55 miles 665 yards. His record was not destined to remain on the books, however, for on September 30th, Francois Cuzin, a young French rider, went to the Munich track, and prepared to ride his name on the books. Cuzin was successful for he covered 56 miles 1,128 yards in 60 minutes, and also broke all amateur paced records from 10 to 100 kilometers, inclusive.

Although Guignard's and Cuzin's feats were such as to command the respect and attention of riders throughout the world it remained for American riders to break the records for the shorter distances and both amateur and professional marks were erased, though with not such frequency as in 1908.

The Ormond (Fla.) meet, at which bicycle races were held for the first time, and which, by the way, saved that affair from failure, caused the creation of a new class of records—those at straightaway distances. Joe Fogler rode one-quarter mile in 30½ seconds, one-half mile in 47½ seconds, and two miles in 3:45½. Fred Hill rode one mile

behind motorcycle pace in 1:19½. The greatest performance at that meet, however, was made by Elmer L. Collins, of Lynn, Mass., who covered one mile behind automobile pace in 58¾ seconds.

The first track record of the year was broken on May 31, when Frank L. Kramer rode one-sixth mile against time in 16 seconds, breaking his record made the previous year. The unpaced competition records to fall during the season were at distances of 2, 5, 15, 20 and 25 miles, and they were broken, respectively, by Iver Lawson, who got the first named two, Peter Drobach, Fred Hill and A. J. Clarke. Lawson's time for 2 miles was 3:40½, made in a handicap race. Clarke's time for 25 miles was 56:21, made in the last race of the season at the Newark Velodrome.

Six professional records against time were broken at Salt Lake City, the only paced record going by the boards being the ½ mile, which had stood at 41 seconds for 10 years. W. M. Samuelson succeeded in riding the distance in 39 seconds. Iver Lawson covered ⅓ mile unpaced against time in 33¾ seconds. Ernest Pye's new record for 2 miles is 4:03½, and Samuelson's time for 3 miles is 6:18. The 4 and 5 miles unpaced marks were broken by Saxon Williams in 8:34½ and 10:38. Only two amateur records were broken at Salt Lake City during the season. These were the 2 and 5 miles unpaced competition marks which went to Hal McCormack and Edward Mayer respectively. McCormack's time for 2 miles was 3:51, made August 13, and Mayer covered 5 miles August 12, in 10:11½, both of which are world's records. At the Newark Velodrome Percy Lawrence rode one-sixth mile unpaced against time in 16¾ seconds, while his competition record for the same distance was 20½ seconds.

After standing for six years the American professional paced records against time were broken by Ray Duer, at Los Angeles, Cal., June 27th. Duer broke all the records from 1 to 10 miles, inclusive, his time by miles being, 1:05, 2:09½, 3:14½, 4:18½, 5:23½, 6:28½, 7:33½, 8:38½, 9:45½, and 11:06½. These figures replace records made by Walthour and Joe Nelson at the old Charles River Park track in 1903.

Road racing seems to have waned during the season. There were two or three big events, notably the Roy Wheelmen's marathon on June 13th, which attracted more than 100 riders, but there were not so many big events as there were during 1908. The reason therefor is easily explained. There was so much track racing that the clubs, which have to depend solely upon entry fees to help pay expenses, did not feel like losing money, as a large number of riders who hitherto had supported previous events gave up road riding for track racing.

Despite the apparent falling off of interest in road racing one record was broken, one established and another equalled during the year. Jerome Steinert, of the Roy Wheelmen, established a mark for 3 miles on September 12, when he won the time

prize in a handicap race in 7:21, and on October 10th, he equalled the 20 miles record by covering the distance in 53:20. The 100 miles record of 5:33:30, made by Frank Eifler in 1907, was broken October 3 by Jesse R. Pike, of the Century Road Club of America, when he won the time prize in a 100 miles race in 5:23:12½.

The only amateur tandem record to fall was the two miles mark of 4:53, made by Wilcox and McCormack in 1905. At the Salt Palace saucer in Salt Lake City, June 18, Wright and Brodbeck cut more than 1 minute from this, doing the distance in 3:51½.

The national professional sprint championship was won for the ninth successive time by Frank L. Kramer, of East Orange, N. J., with a total of 42 points. His nearest rival was A. J. Clarke with 36 points, Joe Fogler finishing third with 19 points. Percy Lawrence, of San Francisco, won the amateur championship with Jacob Magin, of Newark, second. The professional motor paced championship was won by Elmer L. Collins, of Lynn, Mass., with 79 points, or one point less than twice as many scored by James F. Moran, his nearest rival.

Collins Declared Motor-Paced Champion.

Although the season closed some time ago Chairman R. F. Kelsey, of the National Cycling Association's Board of Control has just announced the winner of the American professional paced championship for the season. The award is made upon results of the races run last year, 5 points being awarded for first places, 3 points for second, 2 points for third and 1 point for fourth places. Elmer J. Collins, of Lynn, Mass., leads with 79 points, these having been gained with 14 firsts and 3 seconds. James F. Moran, of Chelsea, Mass., is second with 40 points, Peter Drobach, of South Boston, third with 25 points, and Charles Vanoni, of New York City, fourth with 24 points. The remaining riders who scored 10 or more points were Fred Hill, 14; J. Frank Galvin, 16; George Wiley, 12; Menus Bedell, 12; E. F. Root, 13; Ray Duer, 11, and Hardy K. Downing, 10.

Riders for Newark's "Little Six Days."

It is evident that E. F. Root and Joseph Fogler, who are this week competing in the six days race in Berlin, mean to return to American immediately after the German grind. The announcement was made by Manager J. M. Chapman just before he went South for the holidays that Root and Fogler will compete as a team in the eight hours a day six days race to be held in Newark, N. J., the week of January 24th to 29th. The First Regiment armory at Sussex avenue and Jay street will be the scene of action. Manager Chapman also announced that Frank L. Kramer and W. S. Fenn will constitute another team, as will Iver Lawson and James F. Moran. A card of sprint races on Saturday night, 22d inst., will raise the curtain, a match between Kramer and another rider to be the feature.

MOTORCYCLE UPHEAVAL IN 1909

A Year Marked by Complete Upset of Record Table—The Most Notable Performances and Performers.

If the past year was a most notable one insofar as the breaking of bicycle records was concerned, it was even a more remarkable twelvemonth for its brother sport—motorcycling. Not since the world began has the record table of any sport received such a battering as that given the motorcycle records in 1909.

There are two reasons for this unprecedented state of affairs—one of primary importance; the other of secondary consideration. The first is the advent of new tracks—race courses especially designed for the highest speeds, and which practically obliterated all other tracks, insofar as the making of future records was concerned. There were two such constructed in America—the $3\frac{1}{2}$ laps board saucer at Los Angeles, Cal., and the newer 3 laps wooden bowl at Springfield, Mass. The second point is consideration is the improved racing machines that have been brought out since 1908, combined with the ever-growing skill of the individual rider, two essentials to record-breaking that were apparent during 1909.

The wholesale slashing of records started abroad on February 15th, when H. V. Martin, at Canning Town, Eng., established professional records for 2, 3, 4, 5 and 6 hours, and for 150, 200, 250 and 300 miles. In 6 hours he covered 278 miles 586 yards, and his time for 300 miles was 6 hours 35 minutes 55 seconds.

Martin's record did not remain long on the books, however, for on May 5 and 6, H. A. Collier, at the same track, not only broke Martin's 6 hours distance, but established a record for 24 hours by covering 775 miles 1,340 yards. This still stands as a professional record, but is not nearly so good as the amateur record made in America later in the year. These were the only world's professional records made abroad.

In America, every world's professional motorcycle record from 1 to 100 miles was wiped from the slate and new figures substituted. The annihilation of previous performances began at Los Angeles on March 14th when Jacob Derosier covered the mile in $47\frac{4}{5}$ seconds, from which mark he shaved 3 seconds at a meet held in May. Finally, at Springfield, Mass., on July 31, he brought the record down to $43\frac{3}{5}$ seconds. Nearly every meet held at Los Angeles caused the professional record tables to totter, but with the completion of the ideal Springfield saucer all records up to 25 miles that had been broken and rebroken time and again at Los Angeles fell before Derosier's whirlwind riding. His time for 5 miles was $3:49\frac{3}{5}$; for 10 miles, $7:56\frac{3}{5}$; for 20 miles, $16:08\frac{3}{5}$, and for 25 miles, $20:13\frac{3}{5}$. The

records from 30 to 100 miles stand to the credit of Derosier on the Los Angeles course, the figures for the latter distance being $1:37:59$. All the times given are far and away world's records.

Although the performances of Derosier, Lingenfelder and the other professional riders were phenomenal they were not as noteworthy as those made by American amateurs, among whom might be mentioned Fred Huyck, of Chicago; M. J. Graves, of Los Angeles; Charles Spencer and Charles Gustafson, of Springfield, Mass.; Walter Goerke, of Brooklyn; A. G. Chapple, of New York, and Robert Stubbs, of Birmingham, Ala., the last named having since been turned professional.

The amateur records began to fall as early as last March, at the Florida beach

Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

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DETROIT

meet, when Goerke, Stubbs and Chapple figured in breaking the existing straight-away records and established marks for beach distances, which are classed as road records. Goerke was the most brilliant performer and he covered 69 miles in 58 minutes $25\frac{4}{5}$ seconds in a successful effort to break the world's hour record of 68 miles, made by Collier on the Brooklands track. Besides the hour record Goerke also broke the kilometer in $27\frac{4}{5}$ and the 5 miles in $3:30\frac{1}{5}$. Stubbs broke the mile record by covering the distance in $43\frac{3}{5}$ seconds, while Chapple annexed the 10 and 20 miles marks, the former in $8:57$ and the latter in $17:26\frac{1}{5}$.

The upheaval of amateur track records began early in the season at Los Angeles, Cal., when M. J. Graves and Fred Huyck shattered all previous marks. The first record broken was the mile, which Graves brought down to $46\frac{4}{5}$ seconds. Later in the season at Springfield, Huyck covered a mile in $42\frac{3}{5}$ seconds, a world's record that is likely to stand for some time, and which is at the rate of 87 miles per hour.

To detail each broken record would require a book larger than the present issue

of the Bicycling World. Suffice it to say, therefore, that each succeeding meet at both the Los Angeles and Springfield saucers brought new records for some distances.

To summarize, the two most notable performances of the year were the establishment of an amateur record for 24 hours and which broke the world's professional record by several hundred miles, and the breaking of the hour record. The latter performance took place at Springfield, Mass., September 6th, when Fred Huyck rode 71 miles 662 yards in the allotted time. In his record breaking ride Huyck also broke all the records from 10 to 70 miles, inclusive. The 5 miles record of $3:40\frac{1}{5}$ was made by Huyck July 31.

The 24 hours record was made on October 1 and 2, also at Springfield. Spencer and Gustafson both started in the long grind, and alternated in the lead until the 10th hour, when Spencer forged ahead. Every record from 3 hours upwards was broken, the distance covered in 24 hours being 1,093 miles 1,151 yards. Later in the season Spencer and Gustafson figured in another record breaking soiree at Springfield. Both riders broke the standing start mile record, covering the distance in identically the same time— $55\frac{4}{5}$ seconds. Before this the record was $1:00\frac{4}{5}$, made at Los Angeles by C. Balke. At the same time—October 23—Spencer established a flying start kilometer record in $28\frac{3}{5}$ seconds, and Gustafson made a standing start record for the same distance in 39 seconds.

Another noteworthy performance, one which put in the shade all other performances for the distance, was the breaking of the world's 100 miles record at Los Angeles, July 18, by M. J. Graves. He covered the century in 87 minutes 49 seconds. This is 10 minutes 10 seconds faster than the world's professional record held by Derosier.

Not only was 1909 a truly wonderful record breaking year, but the sport has taken amazing bounds since the same time last year. It is safe to predict that 1910 will prove the banner year in the sport of motorcycling.

Taylor "High Man" in Baltimore.

Thomas S. Taylor won the runs attendance contest of the Crescent Bicycle Club of Baltimore, Md., with a total of 114 points out of a possible 120 points in the 24 runs held during the season. Thomas W. Baker was second with 89 points and Fred M. Sanborn finished only one point behind. These three riders will receive gold, silver and bronze medals.

Two Motorcycle Clubs Consolidate.

The Commonwealth Motorcycle Club and Massachusetts Motor Club, both of Boston, will consolidate, as the result of several meetings that have been held recently between committees from both clubs. The amalgamation will take place this week, when a new name will be chosen, and officers elected.

NOISE CAUSED BY VALVE CLATTER

Factors Contributing to Silent Operation
that are Frequently Overlooked—How
Noise is Made and the Remedies.

With the attainment of a high degree of reliability in the operation of gasoline engines, designers have devoted more effort to the elimination of noise, caused by the various components, both atmospheric and mechanical. This noise reduction largely has been brought about by the development of larger exhaust tubes and mufflers which more effectively shatter the exhaust gases and discharge them at or below atmospheric pressure, with a corresponding reduction in sound volume. So much effort has been expended on the development of efficient mufflers that an-

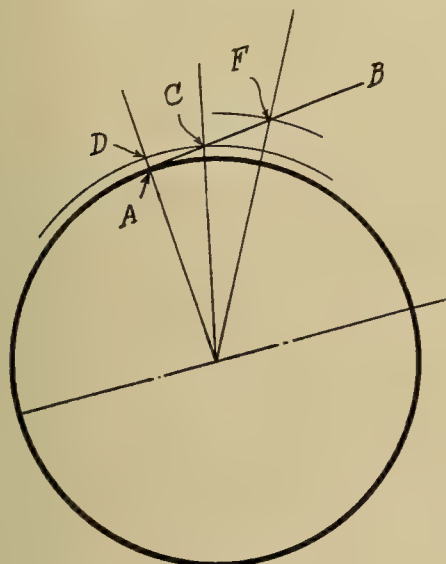


Fig. 1

other and fully as important feature, in its bearing on the power output, as well as the obtainment of silence, viz, the valve operating mechanism, has in some cases been quite overlooked. With chain or shaft drive the clatter of poorly designed valve gear is not so audible, as it is to a great extent lost in the metallic noise of the chains or gears, but it is not difficult for the trained ear to detect the hammering caused by noisy valve gear, even when accompanied by other and louder mechanical vibrations.

Many engines, especially of the early types, and not infrequently in some of the later models, which are the creations of mediocre designers, are unnecessarily noisy, because of excessive clearance between the valves and push rods, and a great part of this noise may be eliminated simply by the expenditure of a little time and care in reducing the clearance to the minimum. Every valve cam, no matter what its form or contour otherwise may be, is tangential at the first and last stages of the valve movement. The earlier the cam comes in contact with the valve on the lift and the later it lets go on the descent, the slower will be the movement of the valve at these

instants, and the less will be the shock both of the lifter on striking the valve stem, and of the valve head on meeting its seat. These conditions are clearly outlined in the accompanying illustrations. By referring to Fig. 1, it will be seen that the tangential line A B, starts at A, and during the travel of the cam through the arc, D C, its rise amounts to but a minute distance, A D. During its sweep through the succeeding equivalent angle, however, the amount of lift is tripled.

There is a widespread impression that the lift rods should in all cases be adjusted

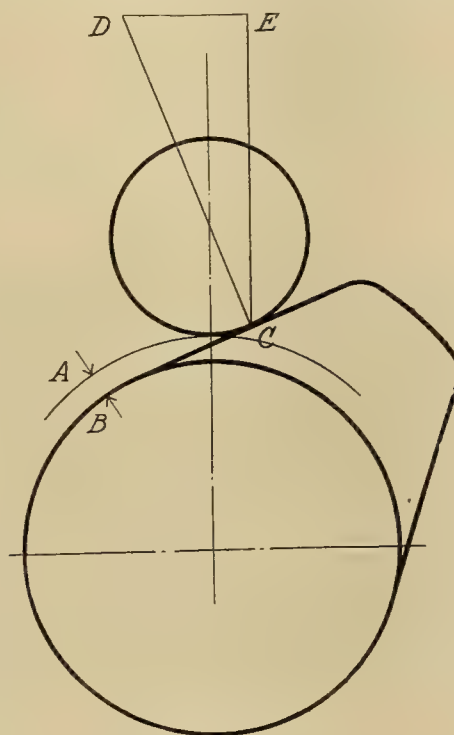


Fig. 3

to open and close the valves at certain arbitrary crank angles, but in most cases these are assumed without due regard to existing conditions and little if any dependence can be placed upon them. As a matter of fact it is rare indeed that the cams, particularly of an engine which is two or more years old, hold the valves open too long if the whole effective angle is utilized. Through variation in shape, some cams may hold their valves open longer than others, and while this results in unequal cylinder power output, it is not sufficient to warrant the toleration of conditions which amount to the throttling of a strong cylinder to equalize its production of energy with that of a weaker one. This restriction equally is applicable to both inlet and exhaust valves. However, more advantageous results often are obtained by altering the approved timing position of the gears by either advancing or retarding them one tooth from the indicated meshing point.

In timing the average engine there are certain limits of opening and closing periods for the valves beyond which an authority declares it is not good practice to overrun. Broadly speaking, he maintains the exhaust valves should not open earlier than 45 degrees crank angle before the bottom center of the stroke is reached, and they should not close before top center nor later than 20 degrees after that position. From ex-

periments it has been found that good results are obtained by opening the exhaust valve 40 degrees above bottom center on the power stroke and closing it 15 degrees past top center on the exhaust cycle. Of course these figures are but approximate as local conditions largely affect the exact time of actuation and cessation of valve movement in various engines. Prominent among these individual and collective auxiliary influences are the shape and length of the exhaust tube and the efficiency of the muffler. Where valves are placed on opposite sides of the cylinders the openings of the exhausts and inlets may overlap as much as 10 degrees on the crank without detriment, and even when the valves are side by side a 5 degrees overlap is permissible.

In addition to the vertical hammering of the push rods against the valves when excessive clearance exists, it also is objec-

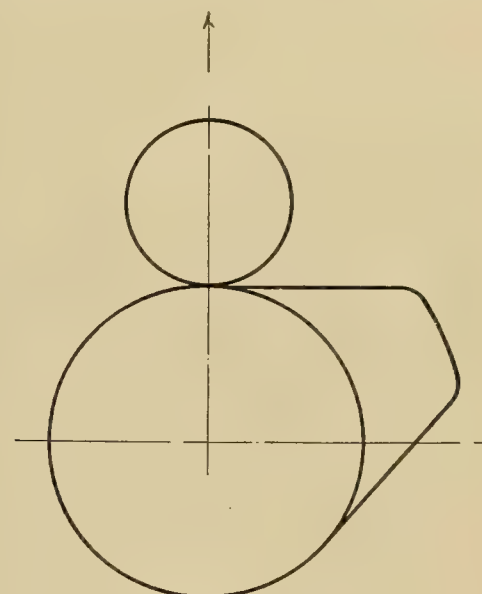


Fig. 2

tionable on the score of the sidewise pressure imposed on the lifters by the cams, particularly at the instant of exhaust opening. Were it possible to operate the valves with no clearance whatever between the stems and lift rods, or to make the conditions more ideal to have a continuous unbroken valve stem extending clear through to the cam rolls or shoes, the line of pressure of the cam at the instant could be said to be vertical, and there would be no sidethrust until the valve was off its seat, and the pressure of the gases on the valve was partially equalized. Under present conditions, however, there is a sidethrust which is considerably increased by excessive clearance, as is clearly shown by a comparison of Figs. 2 and 3. In Fig. 2 there is no clearance and the tangent to the line of contact is horizontal. In Fig. 3 the clearance is shown at A B. The thrust acts at right angles to the tangent along the line C D, and if C E represents by its length the force required to overcome the pressure on the valve and the force of the spring, there is a horizontal thrust equal to D E.

It is obvious that valve lifters so adjusted will wear loose in the guides much more rapidly than should be the case. With

a probable gas pressure on the valve head of between 30 and 40 pounds to the square inch at the instant preceding its opening, there is an evident tendency of the roller or shoe to wear a hollow in the cam at the precise point where the latter commences to raise the valve from its seat. Furthermore, another point to consider is that the smaller the clearance, the greater will be the cam leverage, with an accompanying lessening of its tendency to wear. There is no hard and fast rule for arbitrarily determining the proper minimum clearance which should be allowed between valve and lift-rod. Generally speaking an ordinary business card which is about ten-one thousandths of an inch thick is ample allowance for expansion clearance. Frequently, however, this allowance must be increased owing to irregularity of the cam profile or uneven wear of the contact ends of the valve stem or push rod or roller. At all events the cam must clear the valve throughout its idle arc, and good practice avoids a form of design whereby there is a chance that if the end of the valve stem wears unevenly, that it will ride on the lifter when the revolution of the valve brings it in such position to mount the lift rod when the latter has a minimum clearance on the cam. If the shoe or roller and pin of the cam, depending on which type of buffer is used show appreciable wear they should be renewed, as a small irregularity in the amount or duration of valve lift has a marked effect on the output of the engine.

Other Uses of the Oil Window.

Not alone in indicating the amount of oil in the engine is the usefulness of the window in the crankcase confined, for through it may be removed nuts, washers or cotter-pins which drop in through the top of the case in assembling, and which otherwise would necessitate opening the base, although when an engine is out of the frame and some object finds its way into the case it often is possible to remove it without tanking anything apart by turning the case upside down and shaking it. Therefore, the usefulness of a case window as a door for the removal of foreign objects is perhaps more properly applicable on occasions where only the cylinder is removed, and the lower part of the engine remains in the frame.

Sarcastic Advice to Suffragettes.

According to a writer in the Daily News English women show a decided apathy with regard to the design, weight and size of their bicycles, so long as they "look nice." It has moved him to sarcastically advise, when they get their vote, to ask their member of Parliament to introduce "a bill for the compulsory building of larger and heavier bicycles for light little ladies."

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., New York.

HERE'S A "WHEELBARROW BICYCLE"

Its Makers Call It a "Bush Car," but Any Other Name is as Sweet—Where It is Used.

So numerous are the developments of the bicycle idea that it is exceedingly difficult to trace all of the effects which have resulted from its evolution. Even outside the realm of the two-wheeled, self-propelled machine, they are frequently to be found, especially in vehicles of one sort and another. Some of these little stray offspring of the bicycle are very peculiar, such as the wire wheeled jinricksha, of modern Japan, and the single-wheeled bush car, which is a very up-to-date substitute for the



palanquin of the Orient, or the litter, which is more or less common to all countries.

Although it may not be generally known, at least one British company, Mills & Fulford, Coventry, in addition to its regular bicycle and motorcycle products, conducts a rather pretensive side line in the building of such out-of-the-ordinary types as the 'ricksha' and the bush car. The latter, indeed, was one of the most diverting oddities to be seen at the recent Stanley show in London. As the accompanying picture shows, it comprises merely a light framework of tubing, with barrow handles at either end, a single bicycle wheel in the very center, and a light wicker chair and foot board.

This peculiar offering is designed especially for use in countries where traffic conditions are such that the hardy traveler is reduced to the extremes of the bullock cart or the litter, according to which best may suit his fancy and means. The bush car in many respects is an improvement over either, since, among other things, it is able to go over narrow trails which would be impassable for a two-wheeled vehicle and where its use permits of much more rapid and comfortable progress than could be made on foot or between the swaying bearers of the litter. Thus far beyond the limits of civilization, where the bicycle itself may not be expected to penetrate for many years to come, its peculiar looking little relative already may be doing useful work

in expediting the travel of the adventurous outposts of commerce and industry.

Some Fine Points About Brazing.

While brazing is not a new art, not all of its fine points are understood, even in places where understanding should be complete. Brazing is, of course, the soldering together of iron, copper, brass or steel, with an alloy of brass and zinc called spelter solder. The metals to be joined may be pure nickel, iron, brass, German silver or gun metal, but in any case they must be carefully cleaned, and when the parts are fitted, binding with soft iron wire often will be necessary, to hold the parts firmly together during the process. This done borax next must be applied; this may be done by wetting the joint with a stick which has been dipped in water and sprinkling the powdered borax on so that it will adhere to the wet portion, or it may be mixed with water and painted on with a brush; and if possible a little flux should be worked into the prospective joints before the parts are put together.

The solder, in the form of wire or strip, often may be bound around the joint at this stage, but generally it is applied afterward and as the heat is raised. As a general rule a bed of charcoal is the best resting surface for the work which is to be brazed, and a gas blowpipe of suitable size the best means for heating, but a small forge of the ordinary pattern often will serve the purpose. A pointed iron wire bent at right angles a little less than $\frac{1}{4}$ of an inch from the end, and amalgamated at the end with the solder to be used often, is of great service in directing the flow of the solder, and another wire cleft at the end by a long saw-cut and slightly opened out into a Y shape, is of value in placing small pieces of solder where required.

When the metal to be soldered is a good deal less fusible than the solder, it generally is desirable to thoroughly heat the work first and then apply the solder, so as not to vaporize or burn away any of the zinc. Shredded or carded asbestos, moistened with weak gum-water, made into a cake and dried, is an excellent non-conducting and radiating support for work, and also may be shaped into jackets, troughs, or heat-saving pieces for special work.

Cyclist Killed by His False Teeth.

One of the most remarkable cases of accidental death of a cyclist occurred some weeks ago at Highbridge, Somerset, England. The body of a man was found dead at the top of a hill, with his bicycle lying across him. At the inquest it was found that the upper part of a set of false teeth had become wedged across the man's throat, causing suffocation. It was decided that the extra breathing caused by the exertion of riding uphill had drawn the teeth back in the throat and made it impossible for the man to breathe. The teeth were wedged in the throat in such a manner that it would have been impossible for the victim to have removed them.



Dealers Everywhere

find the Iver Johnson Truss Bridge frame a tremendous selling argument.

It means long life to the bicycle. A rigid frame preserves perfect alignments of all running parts. Saves wear and tear. Makes an easy running machine.

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IVER JOHNSON TRUSS BRIDGE BICYCLE



Send for 1910 Catalogue. It illustrates all the new Iver Johnson models and explains how in all details of structure the Iver Johnson Bicycle is far ahead of any other wheel on the market. Send for catalogue to-day.

Iver Johnson's Arms & Cycle Works

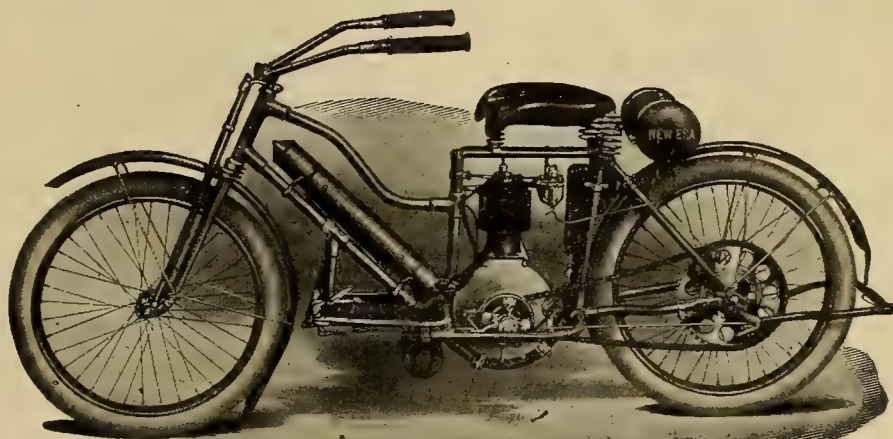
Factory and General Sales Office:
360 River St., Fitchburg, Mass.,

New York Office:
99 Chambers St.

IVER JOHNSON

Have You Noticed

how the manufacturers of motorcycles are tumbling over one another in their efforts to obtain two speed gears and free motor devices? And do you know that it requires several years of experience to produce a practical and efficient two speed and free engine? If you don't you can easily make sure by buying a machine fitted with an untried two speed. But why pay so expensively for this knowledge when you can buy as part of your



Patent Pending

1910 New Era Auto-Cycle

two speed transmission and free motor, motor started by means of a crank, no pedals, comfortable, upholstered form seat and foot board, excellence of design, beauty of workmanship, power and endurance—the machine for both country roads and crowded city streets.

Live Agents Handle an Up-To-Date Auto-Cycle. The two speed isn't simply coming—it's already here, and right here in the New Era Auto-Cycle. Others will follow in our footsteps but, Mr. Dealer, isn't it better to lead? If you think so, and if you are wise, you will write for an advance circular and our agency proposition.

We will exhibit in space No. 614 at the National Automobile Show at New York, January 8 to 15, 1910.

THE NEW ERA AUTO-CYCLE CO., 7 Dale Avenue, Dayton, Ohio

MIDNIGHT SCORCH ON SNOW ROADS

Thykitt, a New Jerseyman, Leads New Yorkers All the Way—Motorcyclists Make Sorry Showing.

With the roads covered with six inches of snow in all places and insome spots blocked with drifts, it is not surprising that the extinct "Associated Cycling Clubs" 23d annual midnight race to Yonkers and Tarrytown, N. Y., last night (New Year's Eve) did not attract as many contestants as have competed in the event in previous years.

Of the ten starters from Columbus Circle, New York City, at one minute past midnight, all but one reached Yonkers, the absentee being Frank Halleck, an unattached rider. The going was fairly good until Yonkers, but after that the riders had their troubles. Four finished at Tarrytown in good time, but it is surprising that any were able to reach there.

When the midnight race was inaugurated in 1888, magnums of champagne only were offered to the first riders to reach Yonkers and Tarrytown, the honor of getting there first being deemed sufficient reward. In later years, however, additional prizes have been offered, although the custom of deluging the successful riders with champagne still is practiced.

This year the first prize at Tarrytown took the form of a silver cup donated by the Pope Mfg. Co., the usual magnum of champagne being given to the leader at both Yonkers and Tarrytown.

H. Thykitt, of the Hackensack (N. J.) Wheelmen, was the first rider to reach Yonkers, and also the first to get to Tarrytown, but he has been protested by Charles Wack, the latter claiming that he was paced by a motorcycle. As the evidence had not been secured the protest is still undecided. Charles Nerent was the second at Tarrytown, so that if the protest of Wack is sustained Nerent will reap the rewards. In all there were 18 prizes in addition to the magnums of champagne. Following is the way the riders finished at Yonkers, 13½ miles:

1, H. Thykitt, Hackensack W., 51 minutes; 2, C. Wack, 52:30; 3, Charles Nerent, Metropole C. C., 57:00; 4, Octave Baertson, unattached, 59:00; 5, J. B. Hawkins, C. R. C. A., 66:00; 6, B. R. Gibson, Yonkers, 66:30; 7, Victor Anderson, C. R. C. A., 68:00; 8, Thomas Lockhart, Courier C. C., 1:45:00; 9, Otto Wetzle, Jordan A. C., 1:46:00.

At Tarrytown, 23½ miles, the four riders to finish were:

1, H. Thykitt, 1 hour 38 minutes; 2, Charles Nerent, 1:59; 3, Victor Anderson, 2:14; Octave Baertson, 2:15.

Happily the motorcycle section of the scorch practically was dealt a death blow by the weather. Although the chairman of the Federation of American Motorcyclists' competition committee had announced that

any rider who competed in the unsanctioned event would be punished, and also in spite of the fact that unfavorable motorcycle legislation is "in the works," two riders appeared and started 30 minutes after the bicyclists. They were James McKeever, of New York City, and James Chicachee, of Tarrytown, both on M-M machines. McKeever slipped on the ice before he had gotten out of New York. He bent his pedal crank and returned to the starting point. Chicachee, who rode down from Tarrytown to New York earlier in the evening, reached Yonkers in 1 hour 58 minutes, which is 1 hour 7 minutes slower than was made by the bicyclists. As no further reports were received from him it is presumed that he still is floundering in the snowdrifts between Yonkers and Tarrytown.

Four Clubs Choose Officers.

The semi-annual election of officers for the Crescent Bicycle Club of Baltimore, Md., held this week, resulted in the reelection of President Edward Leary and Vice-President John W. Frost. Frederick M. Sanborn was chosen secretary to succeed Thomas W. Baker, while Baker was elected treasurer, succeeding Thomas S. Taylor. For the road officers Thomas W. Baker was again elected captain and Carroll Pearce chosen color bearer. The election of color bearer furnished the only contest of the evening, two ballots being necessary to elect. The former house committee, consisting of Thomas W. Baker, Thomas S. Taylor, and Fred M. Sanborn, was reappointed.

The Detroit Motorcycle Club has elected the following officers for the ensuing year: President, Roy M. Hunter; first vice-president, John B. Trossel; second vice-president, Harry D. Purinton; secretary, Leo W. Banker; treasurer, Fred Kicherer; sergeant-at-arms, James H. Butler; captain in charge of tours, Charles H. Drude; directors, the officers, William E. Wandersee and A. L. De Volt.

The National Road Club of Jersey City, N. J., one of the newer clubs, has changed its name to the National Road Pleasure Club, as its members essentially are pleasure riders. The following officers for 1910 have been elected: President, Joseph Cirrelli; vice-president, Charles Campanella; treasurer, Joseph Sesta; secretary, Edward Fagelson; sergeant-at-arms, Andrew Sardino.

The Harley-Davidson Motor Club, which was formed recently in Detroit, Mich., has the following officers: President, K. W. Pickell; vice-president, Otto N. Frykman; secretary, J. J. Dort; treasurer, E. B. Chadman; directors, A. L. Devault, J. Hughs and E. H. Strobel. There are nearly 50 members on the roll.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

SALE OF MADISON SQUARE GARDEN

End of New York's Famous Amusement Center Again Reported—Interested People are Non-Committal.

So far as concerns the Real Estate Exchange and the county clerk's office, Madison Square Garden remains just where its owners left it when they went to sleep last night.

There were rumors in the chill winds whistling around the tower, however, that the Shuberts—theatrical promoters—had purchased the entire block. Other reports had it that the H. B. Clafin Co. had taken over the big building. Where the reports started was not learned.

It still is a question whether the great building, which annually houses the six days bicycle race, the automobile, dog, cat, poultry, horse, and several other kinds of shows, henceforth will be devoted to trade, or to the entertainment of the masses, or indeed, if it will be torn down.

When seen at his office, Henry M. Weill, the real estate man who has an interest in the Garden, said:

"I cannot at this time confirm the report of the sale of Madison Square Garden, but in a day or so there may be some interesting facts for the press."

Madison Square Garden had been sold and bought almost as many times as champagne corks popped during the New Year's celebration last night. Its purchasers have been numbered by the hundreds. So many sporting events have been held within it that it has been rumored that P. T. Powers owns it.

The problem of saving Madison Square Garden from being sold and torn down has exercised the minds of New Yorkers for a long time. Men prominent in the sporting, theatrical, real estate and political fields have expressed themselves as much in favor of a plan to have the city buy the building and preserve it as a place for public meetings and conventions.

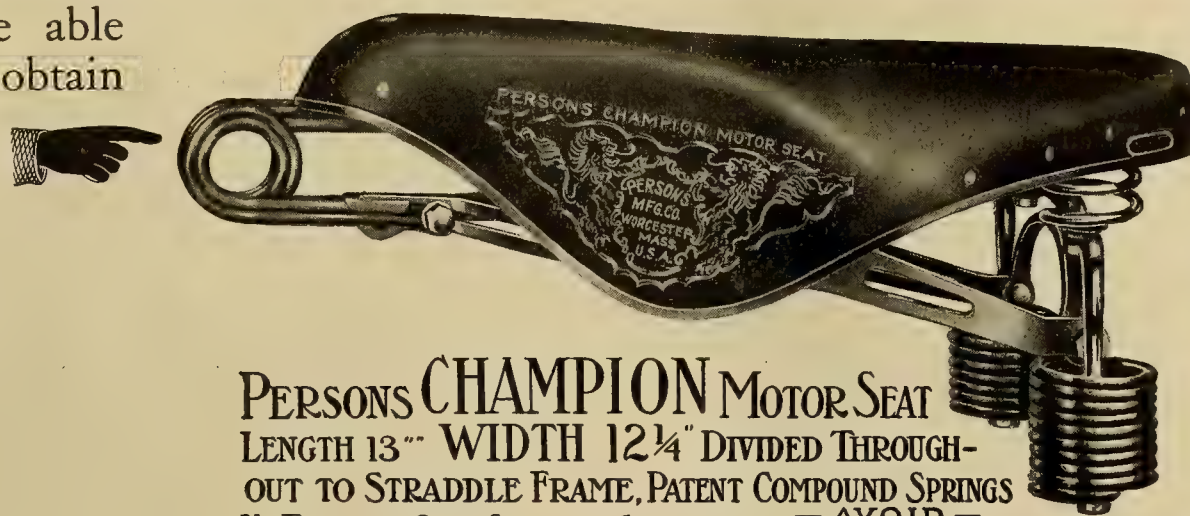
Apart from the sentimental and historical associations of the place and without any consideration for its rare architectural beauty, it is certain that the city would be crippled should the big building be razed. Because of the fact that the building has been operated at a loss for some years because of the large amount of taxes that have to be paid to the city, it is not improbable that some disposition will be decided very shortly, and the unwillingness of the men who are interested to commit themselves one way or another would make it appear quite probable that "something is stirring in the wind."

Should Madison Square Garden be torn down the annual six days race would become a memory, doubtless, as there is not another suitable building available in the city.

Wherever There is a Motorcycle Manufacturer

more interested in adding or maintaining quality and in giving purchasers the fullest possible values than in saving a few dimes at the purchaser's expense, there you will be able

to obtain



merely by specifying it.

PERSONS CHAMPION MOTOR SEAT
 LENGTH 13" WIDTH 12 1/4" DIVIDED THROUGH-
 OUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
 NO FRICTION, SIDE SWAY OR SQUEAKING. ^{AVOID} IMITATIONS

They all know that the Persons seat has no equal—that it easily is the highest grade and most comfortable and most durable saddle made and when they refuse to supply it, the reason is not far to seek and the moral plain.

PERSONS MANUFACTURING COMPANY, Worcester, Mass.

FINE PRESENTS FOR Neverleak Certificates

The following is a partial list of the elegant and useful premiums which you can obtain in return for Neverleak Certificates. One Certificate is enclosed with each dozen four ounce tubes. Write for the complete list of premiums.

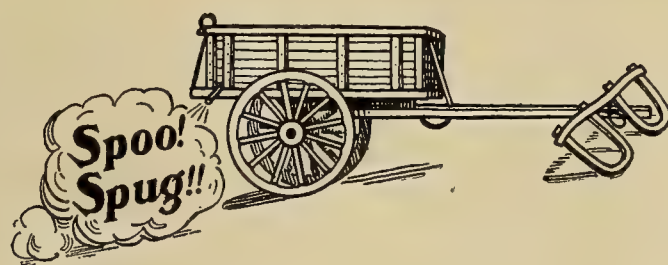
For Fifteen Certificates we will send you a genuine \$6.00 self-filling Conklin Fountain Pen; a large, massive, solid 14K gold pen, which retails at \$6.00.

For Twenty Certificates we will send you a 42 piece decorated china Dinner Set. The china is of fine quality and pure white. The decorations consist of graceful sprays of blue forget-me-nots and exquisite tracery from pure coin gold. The decorations are all hand work.

For Thirty-three Certificates we will send you one fine solid Cowhide Leather Suit Case, 24 inches long, has steel frame, cloth lining, No. 17 Vienna handle, solid leather corners. A fine, substantial, high-grade Suit Case.

For Forty-eight Certificates we will send you a 20 year gold-filled watch, with open face, No. 16 size, latest thin model, pendant setting and screw back. The movement is fully guaranteed New York Standard, 7 jewel, and is one that will give the very best of satisfaction.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.



**Putting an engine in an ox cart
 doesn't make it an automobile.**

By the same token—you can't get real, true, modern motorcycle comfort without the spring frame and fork of



The only motorcycle with these features.

That's why The Flying Merkel is easy to "talk up." Some good agency localities still open.

Merkel-Light Motor Co.
POTTSTOWN, PA.

CORRESPONDENCE

About the Care of Tires and Chains.

1. How should the tires of a bicycle be kept when the machine is not in use? Some think that they should be rather soft, while others say that they should be pumped hard. 2. What is the best way to lubricate a cycle chain? I find it rather hard to grease the parts where there is the most friction. 3. Can you tell me where I can buy first class cycle sundries by mail, as there is no dealer in my town?

W. I. WOODCOCK, Hollidaysburg, Pa.

[1. If the machine is put away for the winter it should be suspended or stood upside down on the handle bars and saddle and the tires slightly inflated; if the weight of the machine is left on the tires they should be pumped hard. 2. The best way to lubricate a chain is first to clean it by soaking in kerosene and then boiling it in mutton tallow. This treatment will insure the lubricant reaching all of the wearing surfaces. By consulting the advertising pages of the *Bicycling World*, you will find the names of a number of reputable dealers and jobbers, any of whom can supply your wants.]

Favors the 1/2-Inch Roller Chain.

Editor of the *Bicycling World*:

As a reader of your valuable paper I observed with interest your editorial in last week's issue concerning 1/2-inch pitch roller chains, and thought I would contribute my observations made during the last six years in Great Britain, 3 1/2 years of which represented steady work in one of the leading general repair shops in Ireland. My experiences were with both roller and block chains for the transmission of power and they bear out all you said regarding the former.

In the first place, I found that the 1/2-inch pitch roller chain was easier running and lighter, and therefore more desirable for equipping a high-grade bicycle. Then, given the same care, it lasted longer because of less friction on account of its rolling contact with the sprocket. Also, it was more flexible and consequently furnished easier transmission, following more contact points.

W. J. BYRON, Setauket, N. Y.

Missouri Cyclists' Novel Scrapbook.

Editor of the *Bicycling World*:

As a Christmas present for Cleve Hull, I find that nothing would be more suitable than a year's subscription for the *Bicycling World*. Enclosed please find check for same. Kindly send to him, beginning with December 18th issue.

About two years ago, when I decided to keep a scrap book for bicycle news and the like, I selected a large copy of your paper and everything of interest I would paste into it. I have separate places for club runs, helpful hints and general comment,

racings news and a place for our own doings. Being somewhat of a speed merchant myself, the next thing to a bicycle race is the picture of one, and very few pictures escape the scrap book. I also keep the pictures of club runs and tours which I obtain from your paper and they certainly add a very attractive appearance to the book. You have had lots of good pictures and I hope you will continue to put more in.

In this way I turn to almost anything I wish to know from the mounting of a bicycle to the records of it, and have it in front of me. A good many "off" days that are not fit to go riding are spent in fixing up the book and getting ready for the good days. The only regret I have is that I did not subscribe for your valuable paper before I did so.

CARL SCHUTTE, Kansas City, Mo.

Two Motorcycle Queries Answered.

Editor of the *Bicycling World*:

I receive the *Bicycling World* every week and think that it is right up to date in every respect. I find the correspondence department very interesting and would like to have you tell me, (1) What is meant by the terms, 2 and 4 cycle engines. I have had a motorcycle but a very short time, and do not know very much about it, and yet do not wish to appear too "green." (2) I also would like to know what is meant by the phrase "30 1/2 cubic inches piston displacement."

SAM, St. Louis, Mo.

[1. The term "cycle" is the period during which the engine performs its working operation, the 2 cycle making 2 strokes of the piston for every power impulse, and the 4 cycle 4 strokes. 2. Owing to the abuse of the term horsepower, the F. A. M. two years ago abandoned this method of engine rating and adopted the piston displacement formula. This is as follows: The bore multiplied by itself, by the stroke and by .7854 gives the piston displacement. In other words this is the cylinder volume swept out by the piston. The F. A. M. limit is 61 cubic inches and 30 1/2 is of course, just half of that.]

Grinding Valves and Replacing Them.

Editor of the *Bicycling World*:

1. Will you please tell me how to remove the cylinder head on my 1908 Indian; and how to grind the valves and replace the exhaust? 2. Does the atmosphere of a basement in winter affect the tires?

SUBSCRIBER, Columbus, O.

[1. To remove the cylinder head it is necessary to dismount the engine from the frame, and unscrew the three nuts on top. If, however, you simply wish to grind the valves, it is unnecessary to go to the considerable labor entailed in taking the engine from the frame, as they can be gotten at by removing the nut on top of the inlet cage and lifting off the dome. To grind the valves procure some flour emery, mix with machine or light cylinder oil to a consist-

ency of paste, apply evenly to the bevel face of valve and seat, drop valve on seat and rotate half turn back and forth with screwdriver in slot on top of valve. Lift the valve occasionally and drop it in a new spot so that the emery will cut evenly all around the seat. Look at the valve once in a while to see how the work is progressing, and when there is a bright ring all way round, the job is finished; to continue will be to wear the valve deeper in its seat. The exhaust valve will require more grinding than the inlet, as it becomes pitted to a much greater extent. Before commencing to grind the valves stuff a cloth in the passages leading to the cylinder to prevent any emery getting into the latter and ruining the walls. When you finish grinding be sure to wash away with gasoline all traces of emery. To replace the exhaust spring, slip the valve into the guide, hold the spring and cap under the lower end of the guide, and drop the valve on its seat; now take a wooden block and wedge it in the cylinder head over the valve to prevent it being raised when the spring is compressed, slip a screwdriver under the spring cap, compress the spring and insert the key in the slot. Then remove the block and replace the inlet cage and dome. 2. If the basement is damp or has a widely varying temperature, oxidation in one of its various forms will attack the tires either by rotting, cracking or hardening of the rubber. The best way to protect tires from deterioration during the winter is to remove them from the machine, inflate slightly, wrap in burlap and store in a dry, dark room where the temperature does not fluctuate beyond 30 to 40 degrees Fahrenheit.

Concerning Taylor and Walthour.

Editor of the *Bicycling World*:

Will you kindly tell me who is the older, "Major" Taylor or "Bobby" Walthour? Also, who has been longer on the track?

HAVERFORD CYCLE CO.,

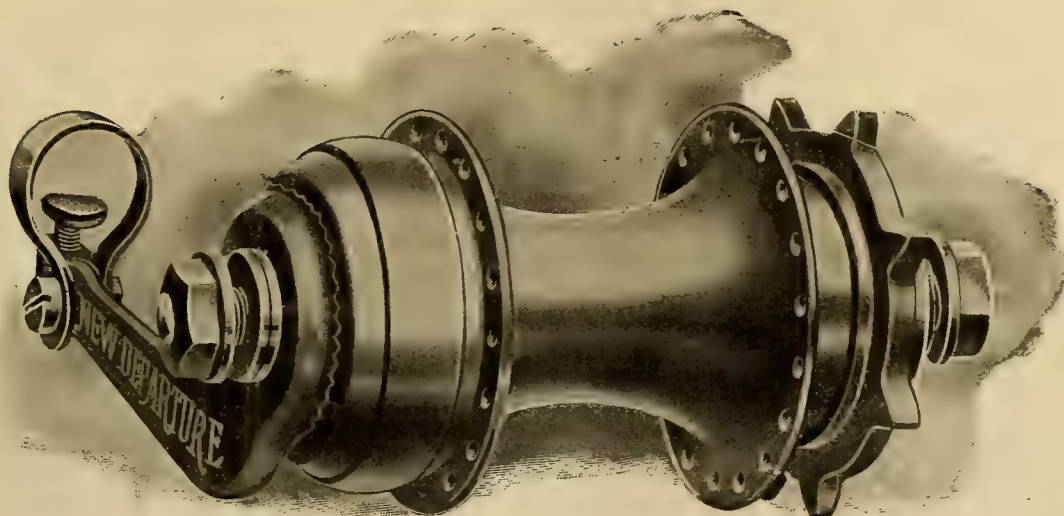
Philadelphia,

[Walthour is 31 years of age, and has been riding for 13 years. Taylor is about 33 years old, and won his novice race in 1895.]

Mud that Promotes Overheating.

Apart from improved appearance there is a very good reason why incrustations of mud and dust, plus lubricating oil, should not be allowed to accumulate on the engine, more particularly than any other part of the machine. The reason is that the heat radiating properties of the flanges on the cylinders are sensibly reduced. They should be kept scrupulously clean, and the risks of overheating largely are eliminated. The accumulation of mud on the flanges is a non-conductor of heat, and if, as is very often the case, there is a layer of carbon inside the combustion chamber, it follows that the excess heat does not have much chance to get away. Cleaning the radiator flanges thoroughly after every trip—a wire brush is excellent—is a precaution worth while.

"The Coaster Brake That Makes Good"



New Departure

COASTER BRAKE HAS BEHIND IT

an honestly earned good reputation, merit that has been proved by tens of thousands of bicycle riders and a Co-operative selling plan for dealers that is as certain to win trade as the brake itself.

Ask us about our 1910 Selling Helps, sent free to all dealers who send for them.

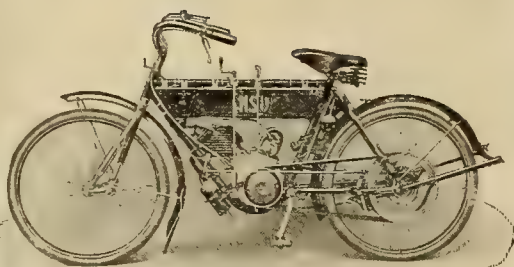
THE NEW DEPARTURE MFG. CO.

Coaster Brake Licensors.

BRISTOL, CONN.

AGENTS! BUYERS!

Get to know the
NSU
FIRST



The 2 H. P. Roadster Undergeared.

When you buy a motorcycle it should not be so much a question of price as it should be of refined design, completeness and perfect year 'round satisfaction. The N. S. U. gives all that and more, too, at a fair price. You will do well to get acquainted immediately.

**The Real Ideal is the
Two Speed N. S. U.**

Write for catalog "B."

N. S. U. MOTOR COMPANY

Members M. M. A.

208 W. 76th Street, New York

THE HARLEY- DAVIDSON

is the choice of the motorcycle rider who is "**Motor-cycle Wise**" and knows from experience what a machine should be. He purchases scientifically and even a clever salesman cannot change his mind.

**He Knows What
A Good Thing Is**

THE 1910 HARLEY-DAVIDSON

is, like all previous Harley-Davidson models, **EVERY INCH A REAL MOTOR-CYCLE.**

HARLEY-DAVIDSON MOTOR CO.

Milwaukee, Wis.

FOUR IN ONE VALVE TOOL

Look, Mr. Jobber!

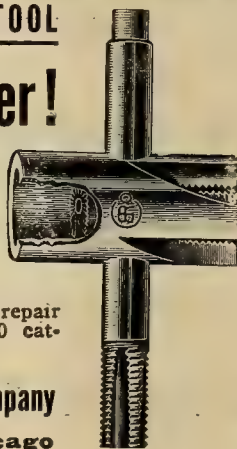
Our goods are properly made and we guarantee them to your dealer.

We ask you to consider the above—then send for what electrotypes you need.

Bicycle and motorcycle parts, as well as the only complete line of roller skate repair parts, are shown in our 1910 catalogue.

A. Nelson Manufacturing Company

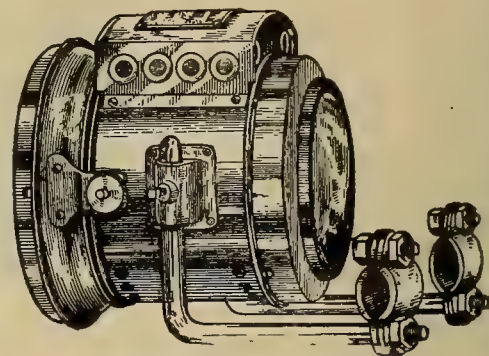
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20th Century

Models FOR 1910

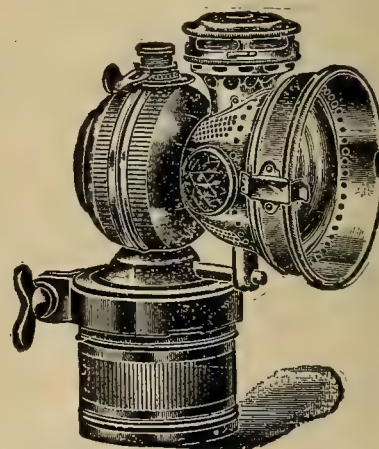
FOR SALE BY
EVERY REPRESENTATIVE
JOBBER AND DEALER



Motorcycle Lamp, No. 102.



Motorcycle Generator, No. 10.



Bicycle Gas Lamp, No. 2.

INSPECT THEM AT SPACE 616,
GARDEN SHOW.

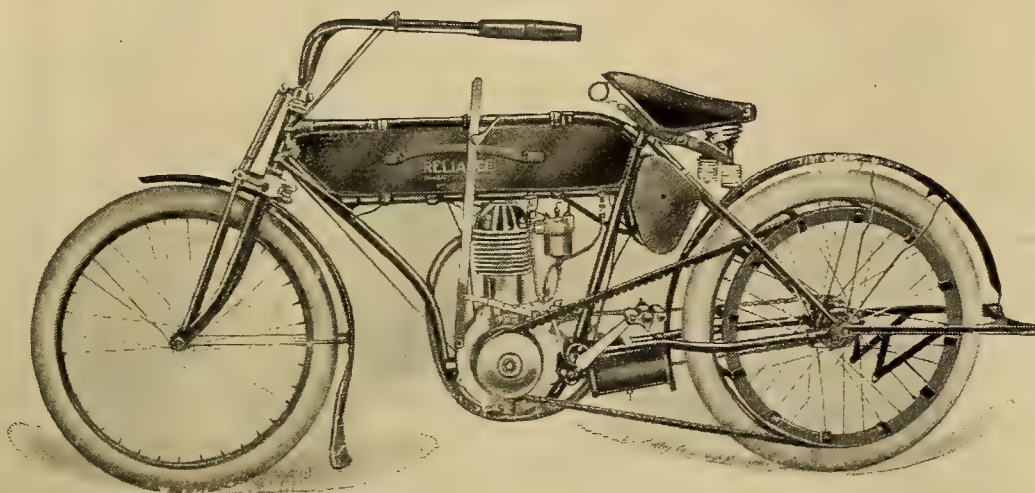
Write for Catalogue.

Twentieth Century Mfg. Co.

19 Warren St.,

NEW YORK

Here Is What You Have Been Looking For—



Model C as above, complete with the two speed pulley, \$225.

A motorcycle with a neat, compact two speed and free engine pulley, that is simplicity itself in construction, positive in its action, whether in high, low, or free engine position. **THINK OF IT!** Start engine on stand anywhere, on the steepest hill or deepest sand and then by just pushing forward a lever

you are off. 5 to 1 on high, 9 to 1 on low. Write for complete specifications of this and our $4\frac{1}{2}$ H. P. Single and 7 H. P. Twin.

RELIANCE MOTORCYCLE COMPANY, 444 Main St. Oswego, Tioga Co., N. Y.

WISHING YOU A HAPPY NEW YEAR!

Diamond BICYCLE TIRES

Diamond Thread

Kim

Ixon

Diamond Puncture Proof

Diamond 1930 Single Tube

Diamond Cushion Pneumatic

Diamond Tandem

Diamond 1920

Unicorn Puncture Proof

XX

Niagara

Special Brands

FOR EVERY POSSIBLE KIND OF SERVICE

S A T I S F A C T I O N A L W A Y S

THE DIAMOND RUBBER CO., Akron, Ohio

Special Bicycle Tire Catalog on Request

Motorcycle Cases At Half Price

We have just received the largest single shipment of motorcycle cases ever made to a jobbing house, and the prices to prompt purchasers is half—yes, less than half—the regular factory quotations.

4000 M. & W. Casings **675 G & J Casings**

They are the factory 1909 "clean up" to start the year with 1910 goods, and every one has the name on in full, but are stamped "second" in small letters near the bead. While unguaranteed, the quality is there, and you are free to examine them thoroughly upon receipt and return them at our expense if they do not come up to your expectations. Complete list mailed upon request.

1910 Bicycle Catalog is Ready

We are, by far, the largest jobbers of Bicycles, Bicycle and Motorcycle Tires and Sundries in the East, and our catalog is an encyclopedia of the trade. We want you to send for a copy. We want your 1910 stock order, and promise you standard goods, fair prices and favorable terms.

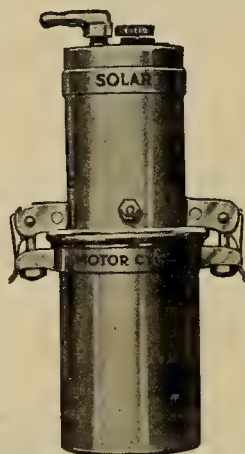
NEW YORK SPORTING GOODS CO.

15-17 Warren St.

NEW YORK

Ride All Night If You Need To!

But see to it that your machine is fitted with the new SOLAR motorcycle lamp and generator. That is the one outfit that will make your night riding safe. Ask any rider who has one what he knows about the Solar. It's dollars to cents he can't be induced to use anything else. Do you feel the same way about your present equipment?



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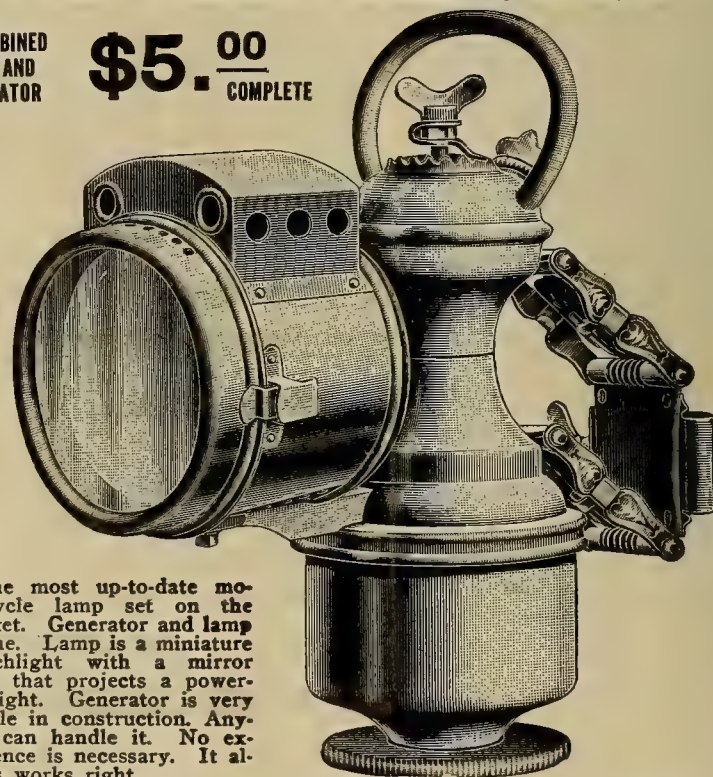
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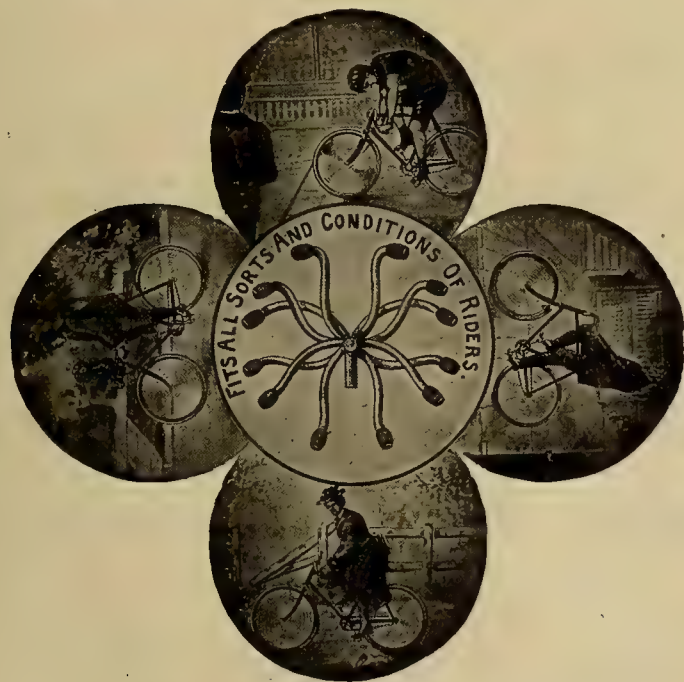
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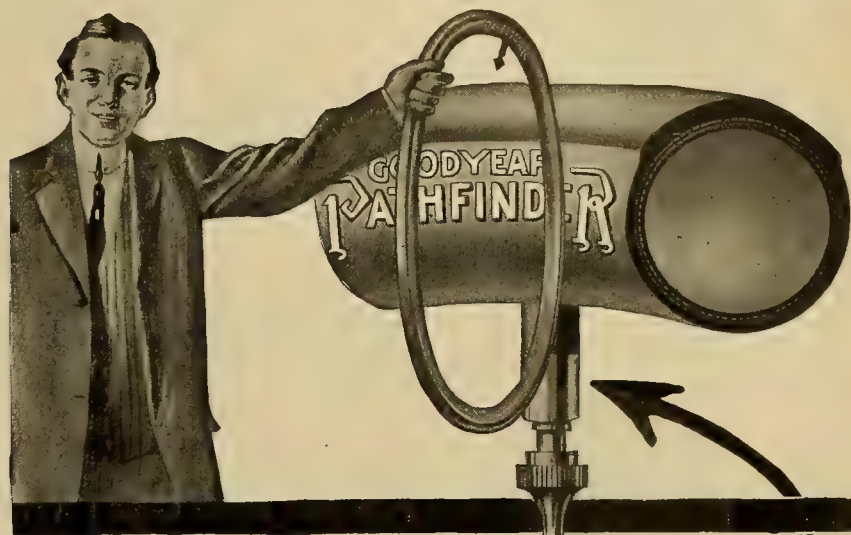


And this is due not only to its quality and reliability, but to the fact that its adjustability adds to the satisfaction of cycling by adding to the comfort of riding and making it possible for man, woman and child to meet varying conditions of road and wind as they arise.

KELLY BARS ARE WORTH INCLUDING IN YOUR SPECIFICATIONS.

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Baltimore, Md., Jan. 10, '09.

The Goodyear Tire & Rubber Co., Akron, O.

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You make more money on tires when your customers save money by buying from you the kind that will stand 4,000 miles service and are easily repaired—the Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back—and they bring you others.

The Goodyear Pathfinder can be repaired either by plugs or vulcanization—"fixed in a jiffy," as Mr. Boehm says. That's one secret of its surpassing popularity.

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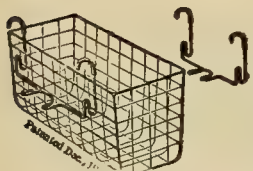
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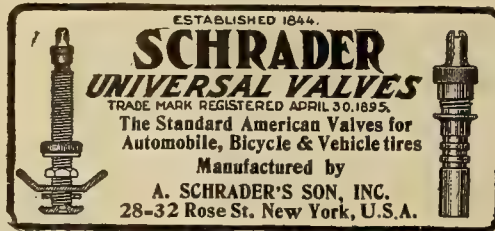
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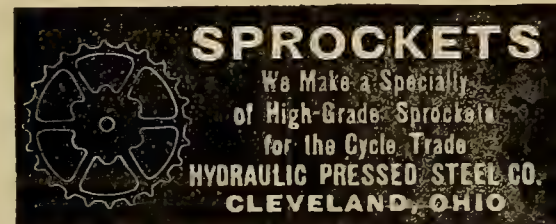


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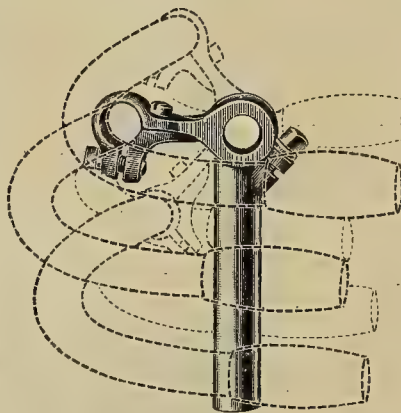
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KOKOMO TIRES

It is a

Remarkable Fact

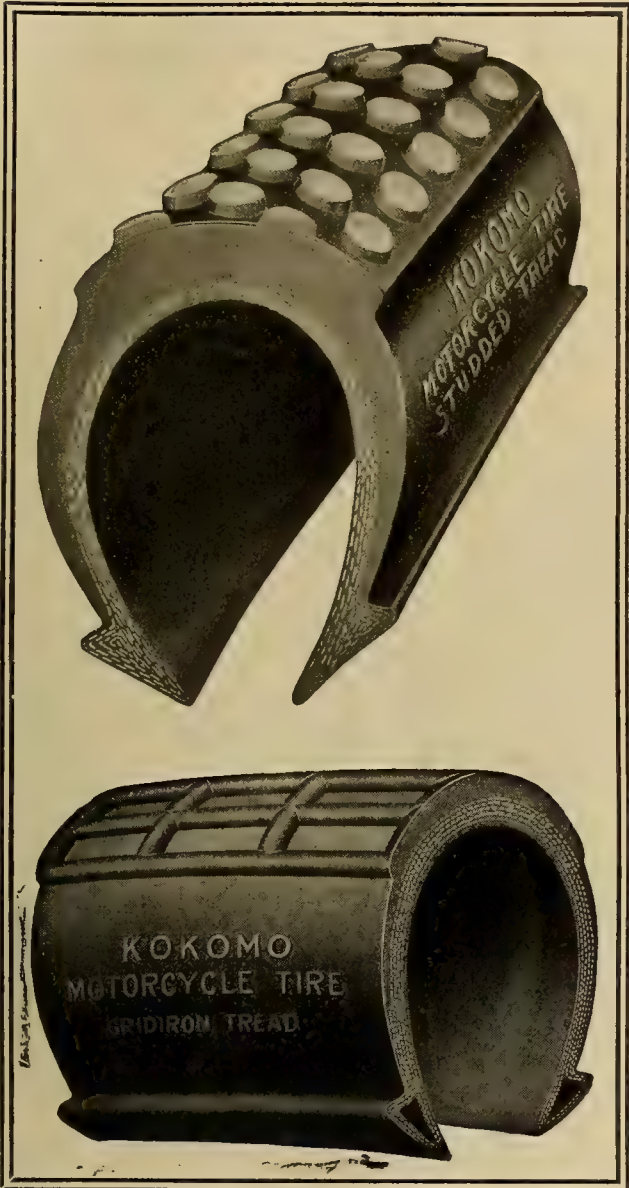
that Kokomo tires really were responsible for "improvement in the breed" of motorcycle tires. They so quickly and so signally demonstrated their superiority and thereby caused so much comment that other tire makers were obliged to "take notice" and they since have been endeavoring to

bring their productions up to the new standard set by the Kokomo. But the Kokomo formula is all our own and it is one of the big secrets of Kokomo durability and worth.

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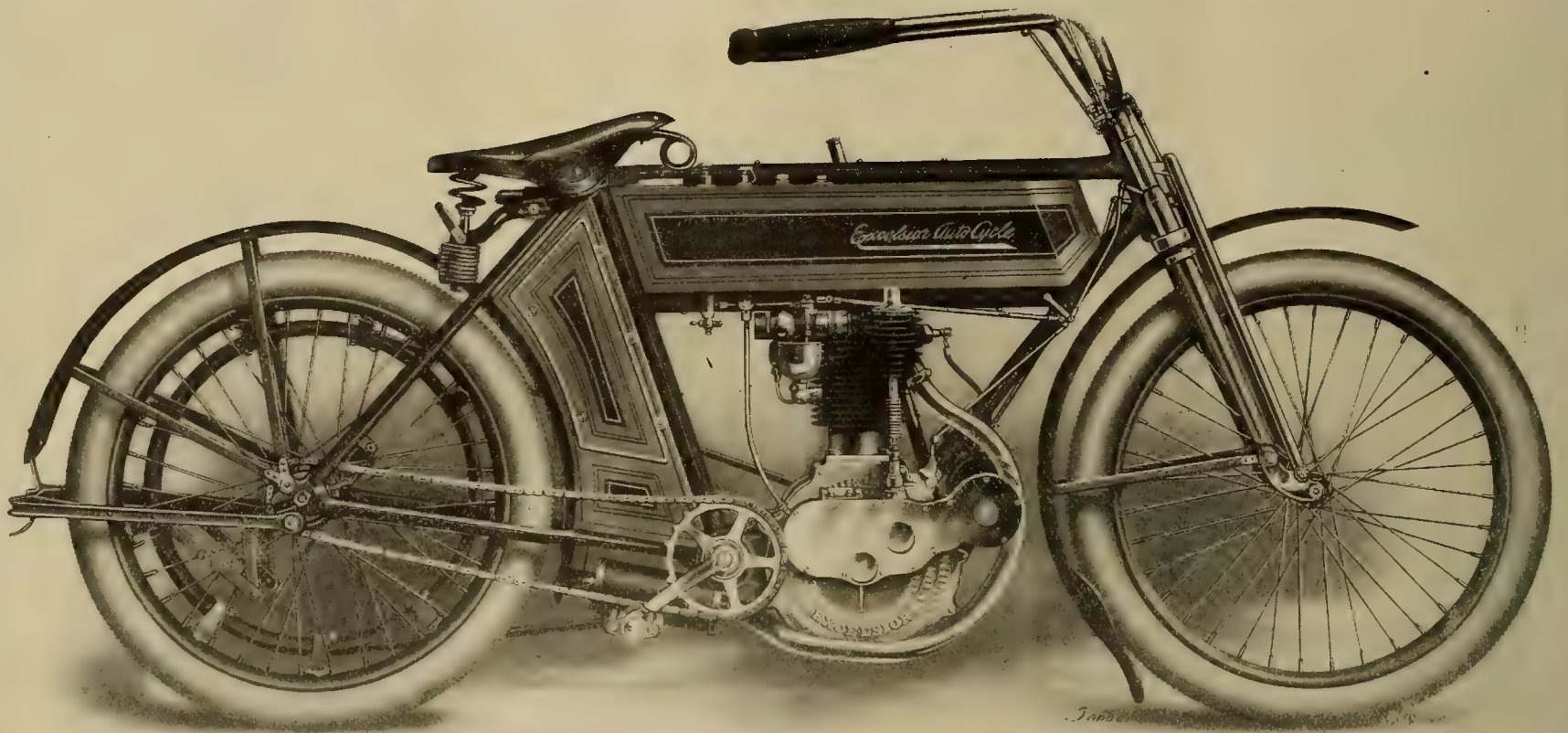
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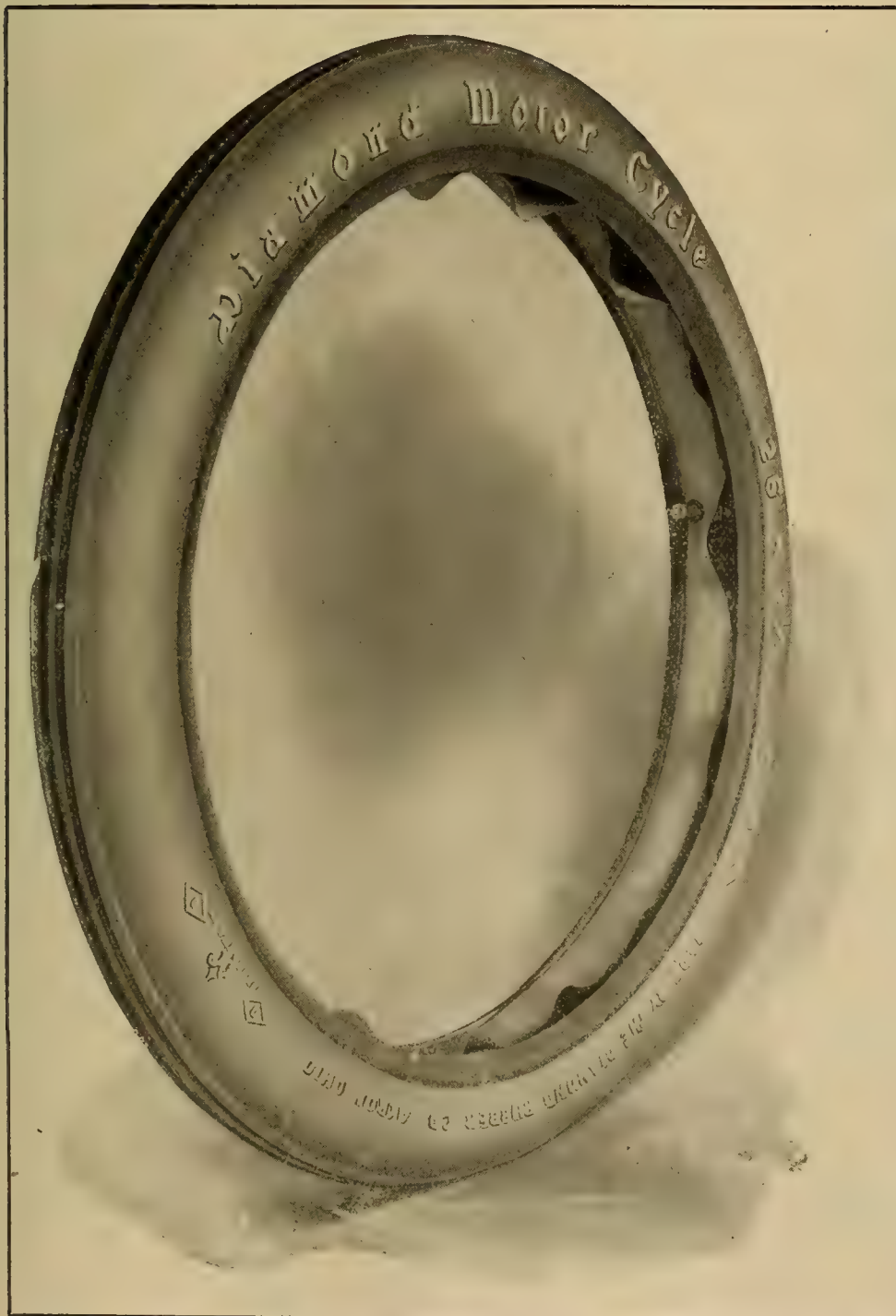
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Extremely tough and very flexible.

A perfectly fitting bead.

But the long and short of it is that Diamond Motorcycle Tires are on a par with Diamond Automobile and Bicycle Tires.

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SPECIAL CATALOG ON REQUEST

**The Diamond
Rubber Company**

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The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

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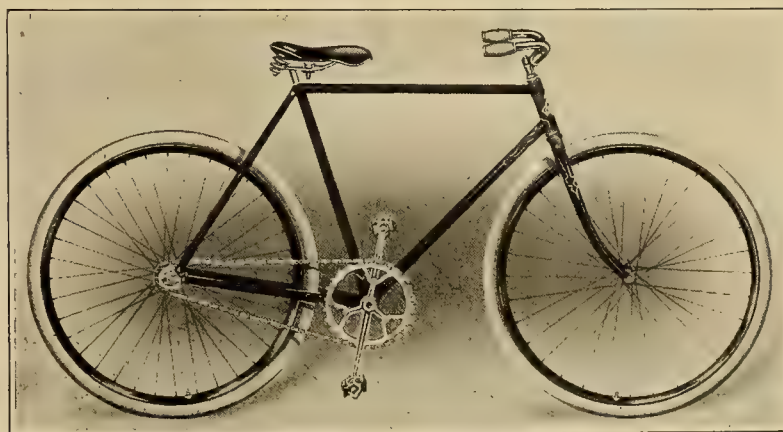
Rambler Bicycles



FOR twenty-eight years Rambler bicycles have everywhere been recognized as machines of unvarying high quality. They have established a reputation second to none until the name Rambler stands as an insurance in the purchase of a wheel. And, what is important in a high grade bicycle, the Rambler is of such distinctive appearance on account of its outside reinforcements, fork crown, crank and spider and other individual features, that it cannot be imitated in a cheap machine.

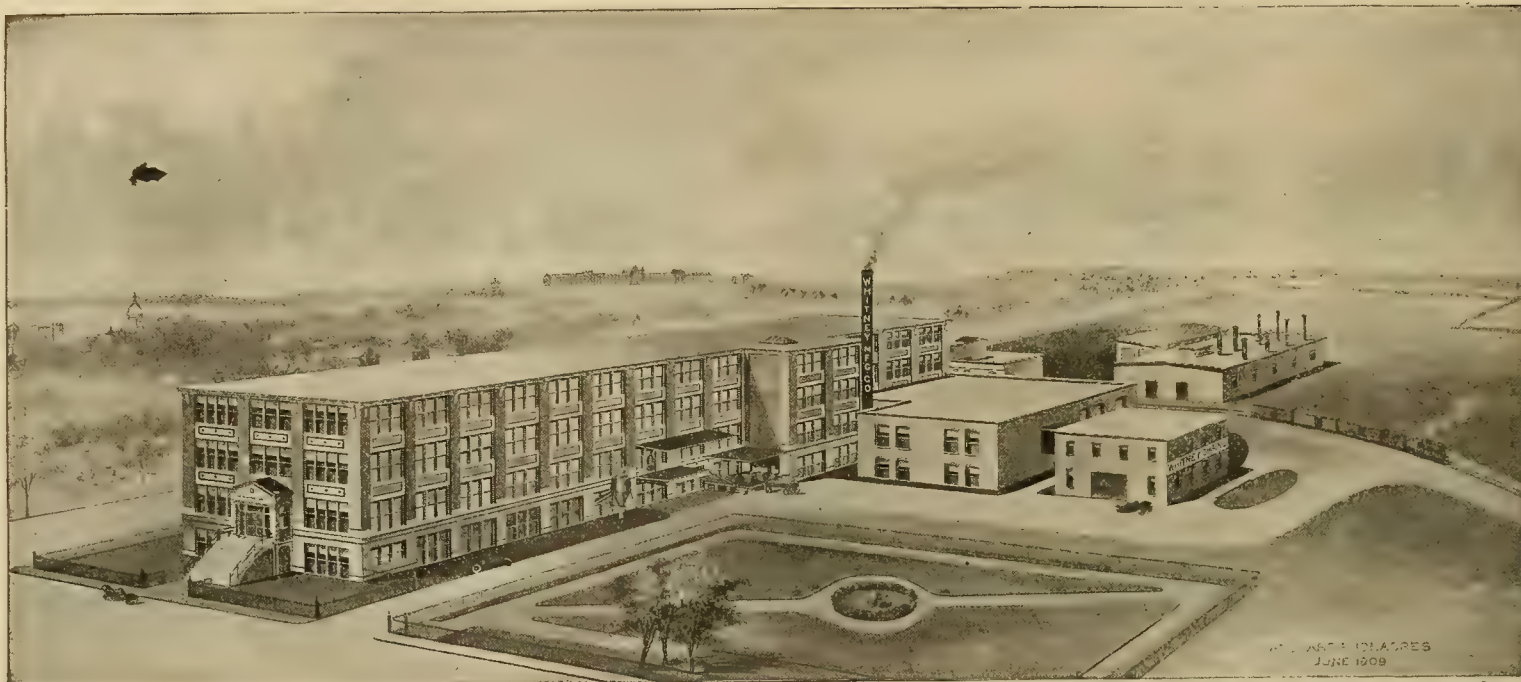
Stimulated by the remarkable increase in the use of Rambler bicycles during the year 1909, with the absolute promise of a still better season in 1910, we have made important changes and improvements affecting the entire Rambler line so that these famous bicycles are not only immeasurably better than any we have ever produced, but the very finest bicycles that can be made.

A copy of the handsome 1910 Rambler catalog is yours for the asking. It contains information of value to every bicycle dealer. Write today for catalog and dealers' prices.

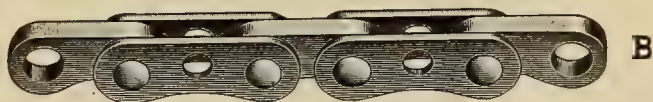
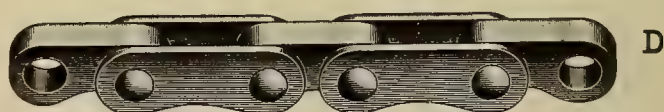
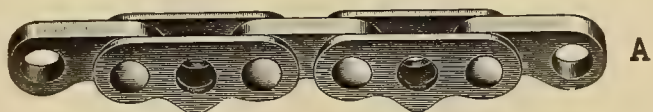


1910 Rambler \$40 Roadster

THE POPE MANUFACTURING COMPANY
Hartford, Connecticut



"Whitney" Chains are made in one of the most modern of American fire-proof factories.



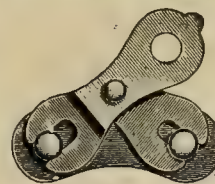
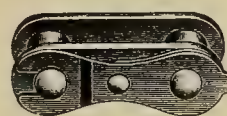
If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE

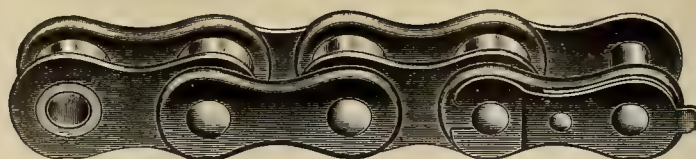
**Our New Roller
Chains $\frac{5}{8}$ " Pitch**

For Motorcycles, Etc.



**New Patent
Safety
Connecting
Links**

For Bicycle and
Motorcycle Chains



THE WHITNEY MFG. COMPANY
Hartford, Connecticut

S P E C I F Y
Morgan & Wright
WHITE TREAD
Motorcycle Tires

**ON YOUR MACHINE
FOR THE COMING YEAR**

**Tough, White, Long-wearing, Tread
Stock and Plenty of it.**

Any manufacturer will be glad to equip them.

A full line of both racing and road tires will be on
exhibition at our booths at the shows.

MORGAN & WRIGHT, Detroit

LARGEST JOBBERS OF BICYCLES & ACCESSORIES IN NEW ENGLAND

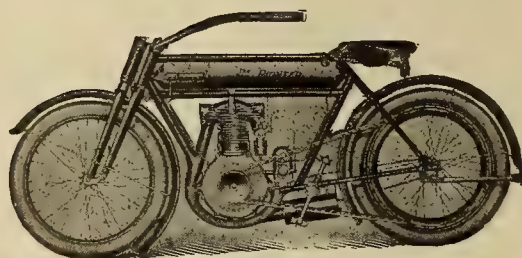
Write for Special Catalogues



EUREKA TIRES

Six Grades

AGENCY PROPOSITION



4½ HORSE

We are

New England Distributors for the

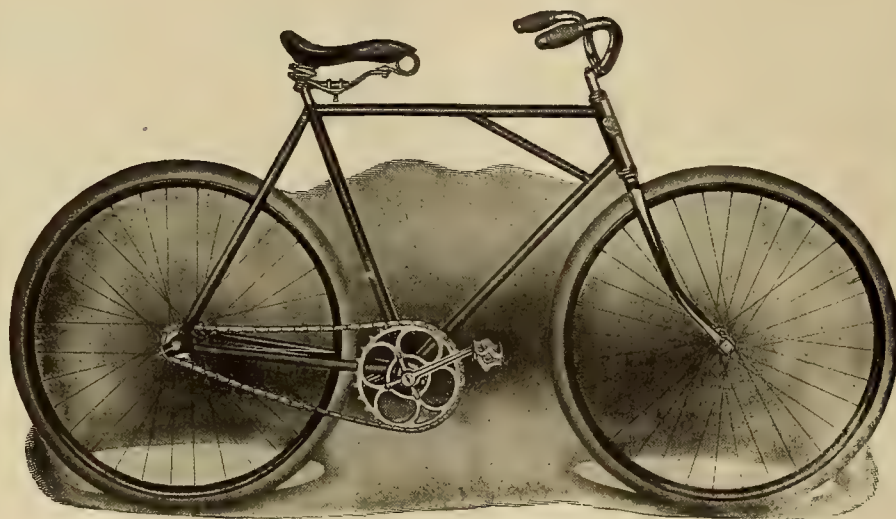
ROYAL PIONEER

1910 Catalogue Ready



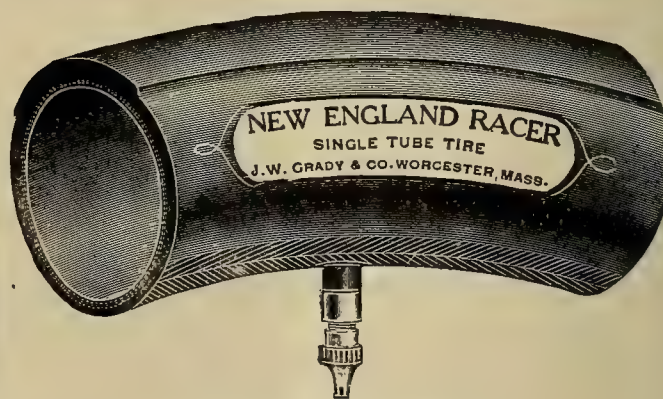
ALL IN THE CURVE

The Only Bicycle in the World
Properly Built for Racing.



New York and New England Distributors

HUDSON BICYCLES



500 Dealers

in New England are praising

NEW ENGLAND TIRES

GET WISE!

J. W. GRADY CO.,
WORCESTER, MASS.

D. C. MUTH,
Bicycle Repairing—New and Second Hand Wheels.
712 Eighth Avenue.

Greeley, Colo., Oct. 11, 1909.

MR. L. O. SCOTT, Denver, Colo.

Dear Sir—Your card just received. Will say, in my opinion the 1910 Yale Motorcycle is the best machine on the market. I have sold one here and have a 240 pound man riding it. He has no trouble in going any place that any other machine will go. All of the 1909 machines I have sold are giving perfect satisfaction, and no trouble at all. They are all hill climbers. I could talk all day about the good points of the Yale, but haven't got much time to write this morning.

Yours very truly,

D. C. MUTH.

E. B. HEAGREN,
Bicycles and Motorcycle Sundries.
427 S. Main Street.

Salt Lake City, Utah, Nov. 22, 1909.

MR. L. O. SCOTT, Denver, Colo.

Dear Sir—In regard to the Yale agency, I think that I have the best proposition that there is on the market. I would not take a one thousand dollar bill for the agency right now.

I got the twin and single cylinder, 1910 models and say, they are simply great and everybody is stuck on them.

I don't know whether you have heard the news or not, so I will tell you that Art. Anakin is not with the Bicycle Supply Co. any more. He sold his interests to Bing & Brewer.

With best regards, I remain,

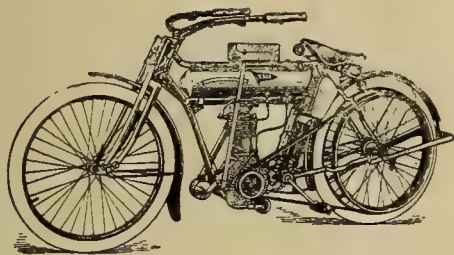
Yours truly,

E. B. HEAGREN.

1910 Yale Motorcycles

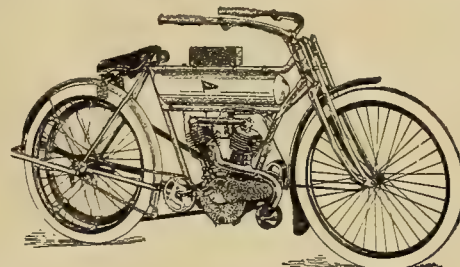
IMMEDIATE DELIVERIES

We are not seeking business where price is the only consideration. We want the



3½ H.P. Single, \$200.

business of dealers who demand the best, who insist upon actual performance, who know and appreciate



6½ H.P. Twin, \$300.

the value of a correctly designed motorcycle well executed.

Will exhibit in Madison Square Garden Show,
January 8th to 15th. Space 602 in Basement.

THE CONSOLIDATED MANUFACTURING CO. 1709 Fernwood Avenue Toledo, Ohio

COLORADO SPRINGS CYCLE CO.
Bicycles—General Repair Work.
12 E. Kiowa Street.

Colorado Springs, Colo., Oct. 8, 1909.

MR. L. O. SCOTT, Denver, Colo.

Dear Sir—In regard to what we think of the Yale, we will say that we think it is the best all-around machine made. Having sold a number of the new models, we find that they are satisfactory in every respect. The thing that commends the Yale to us is that it is very rarely in the repair shop, whereas, other firms we know have to carry a large stock of repairs for their respective makes. We do not carry any repairs at all, so seldom are they needed.

Its silence and smooth running are a rare delight.

Yours very truly,

COLORADO SPRINGS CYCLE CO.

J. E. KIPP,
Furniture and Undertaking—Watches and Jewelry,
Sewing Machines, Bicycles and Supplies.

Edgeley, N. D., October 12, 1909.

MR. L. O. SCOTT, Denver, Colo.

Dear Sir—In reply to your card I would say that as far as I know, the Yale motorcycle is the best machine on the market today in its class. I have used or sold five this summer and they are all O. K.

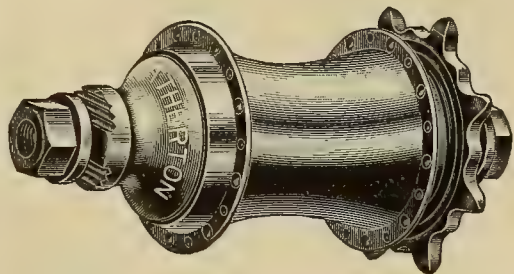
I don't know what you can get them for, but I will order you one shipped to you for \$200. You pay the express or freight charges. The best way is by express. It comes some higher, but by freight it is hard to tell when you will get it. I got all of mine by express. I pay about \$11.75 here.

Yours truly,

J. E. KIPP.

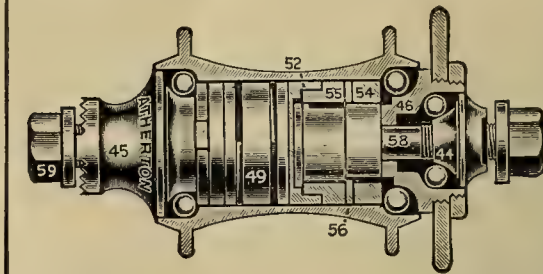
The Only Real Development

in Coaster Brakes Since the First One Was Produced



is the

NEW



Armless Atherton

All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

IT AVOIDS { Endwise Sliding Parts
Jamming End Strains
Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

Operated by cams and levers

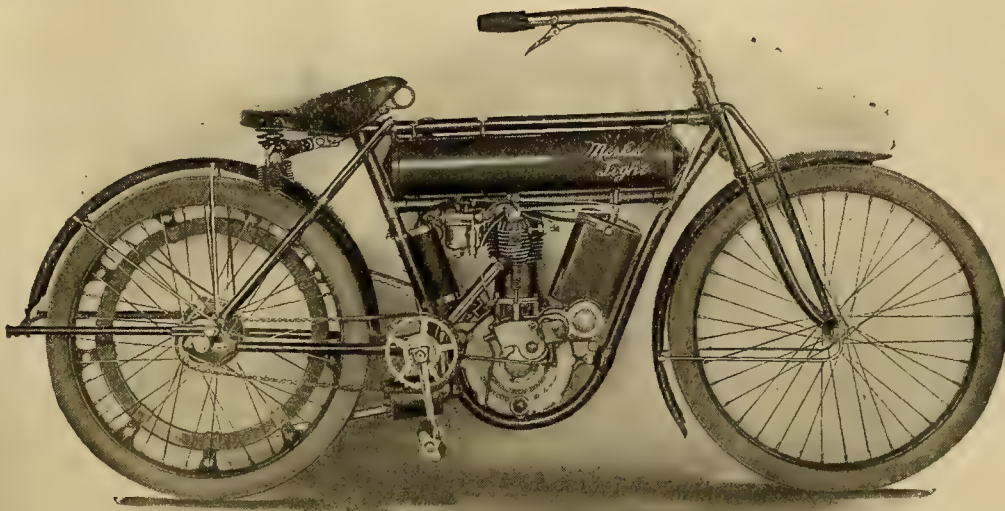
IT AFFORDS { Perfect Brake
Absolutely Free Coaster
Genuine Satisfaction

Get the up-to-date coaster brake while you are about it.

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, NEW YORK



Model W

4 H. P. SINGLE CYLINDER

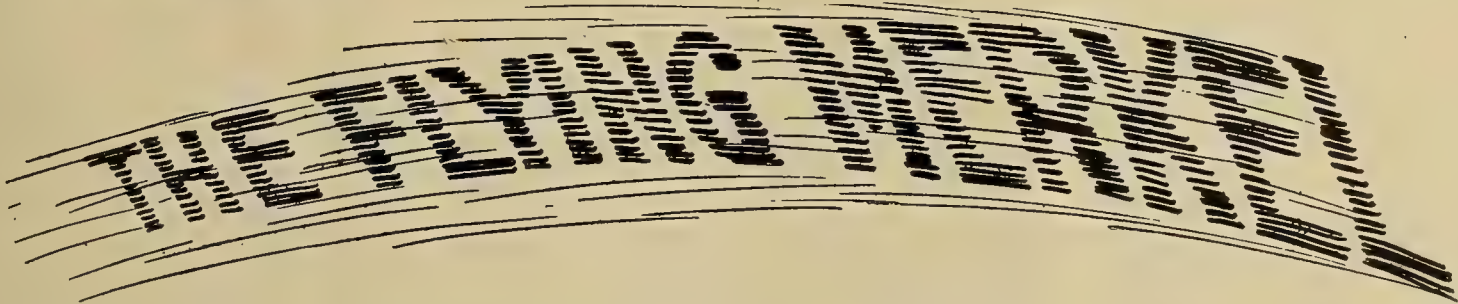
**SEE IT AT
THE SHOWS**

NEW YORK—Madison Square Garden,
January 8th to 15th, Space No. 600.

CHICAGO—February 5th to 12th, Coliseum
Annex, Spaces 134 and 135.

BOSTON—Mechanical Fair Bldg., March
5th to 12th, Dept. F, Spaces 581 and 582.

LOOK for the 1910 Models of



the handsomest, and most comfortable motorcycle in the world. The only motorcycle with the Spring Frame and Fork. While the new 1910 models are not radically different from those of last year, we have, however, made some changes in a few details that are of distinct advantage to the rider. Among these are the following: The Carburetor is the "New Merkel Improved." The "Muffler" is of an entirely new design—very small, compact and noiseless. Fitted with cut-out operated by the foot.

The adjustable front pulley has been improved. By a very simple operation, the ratio of gears can be changed from 5 to 1 to 4 to 1 or any intermediate on the single. This pulley is in every respect as rigid, firm and accurate in adjustment as one turned from a solid piece.

One of the most popular of our eight different types is the Model W, a 4 H. P. Single Cylinder supplied either with Battery Ignition or Bosch Magneto. Ask for circular and demonstration.

If "The Flying Merkel" looks good to you, maybe an agency proposition would interest you.

Models and Prices

Model A —2½x2¾ H.P. Single Cylinder, Battery Ignition only.....	\$150.00
Model W—4 H.P. (30.43) Single Cylinder, Battery Ignition	225.00
With Bosch Magneto	250.00
Model V —6 H.P. (53.92) Twin Cylinder, Bosch Magneto only. Belt Drive....	300.00
Model V —7 H.P. (60.86) Twin Cylinder, Bosch Magneto only. Belt Drive....	325.00
Model W—4 H.P. (30.43) Single Cylinder Racer, Bosch Magneto only.....	275.00
Model V —7 H.P. (60.86) Twin Cylinder Racer, Bosch Magneto only.....	350.00

MERKEL-LIGHT MOTOR COMPANY, Pottstown, Pa.

*Thor**Thor*

WHY? That's It.

WHY DID Gus. Habich, the largest sporting goods and cycle dealer in the State of Indiana, give up all other lines of motorcycles to handle the *Thor* exclusively?

WHY DID John S. Leng and all his big sons keep away from motorcycles until he could secure the *Thor* line?

WHY DID E. H. Corson, of Boston, take the *Thor* line and sell only *Thor*s in Boston when he could have his choice of all other makes?

WHY DID A. Freed take the *Thor* for California—and then open the largest and finest store on the coast to sell *Thor* motorcycles?

There are many more wise ones like these who find it easy money with the *Thor*. Mr. Dealer, burn this on your brain and act. WHY? Because QUALITY brings customers and keeps them. We have a line that will satisfy you and your customer. See us at the show.

AURORA AUTOMATIC MACHINERY COMPANY
Thor Building, Chicago, Ill.

DISTRIBUTORS:

A. FREED, San Francisco, Cal. J. S. LENG & SONS CO., New York, N. Y.
GUS HABICH, Indianapolis, Ind. FRED WILLIAMS, Denver, Col.
MOTORCYCLE SPECIALTY CO., Boston, Mass.

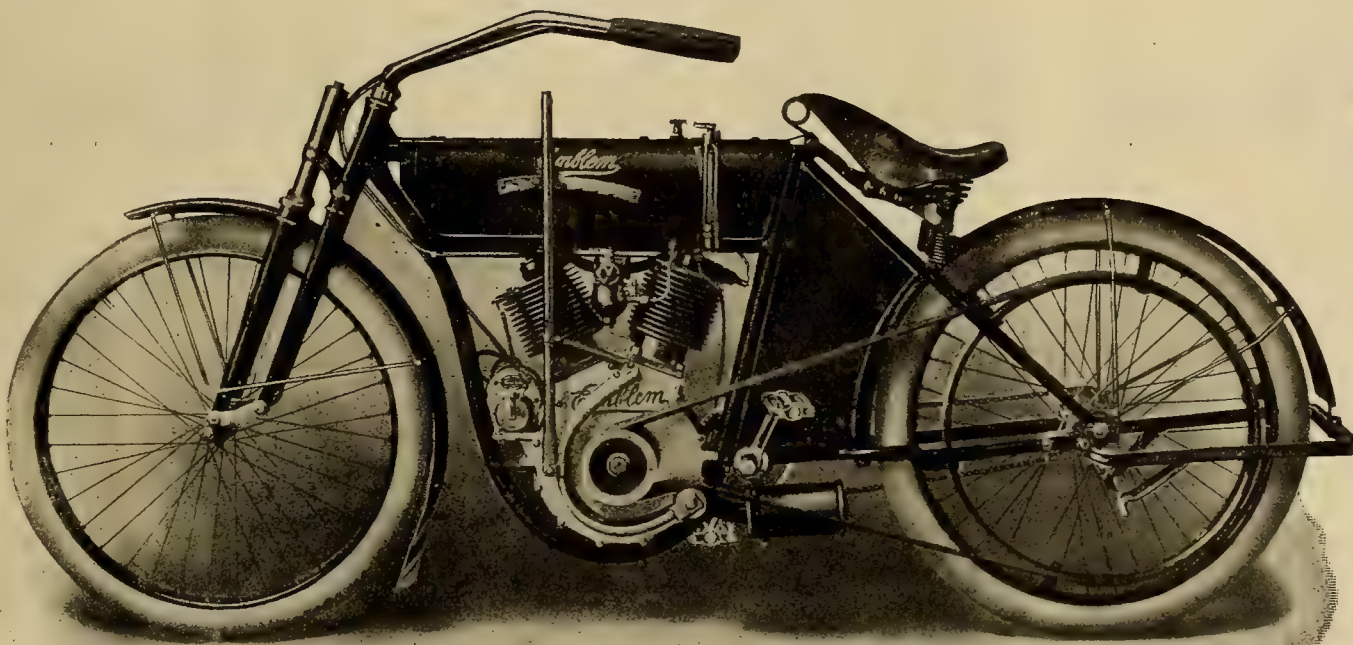
*Thor**Thor*

1910 **EMBLEM** 1910 **Motorcycles**

THE MACHINE OF
Class, Power, Speed and Satisfaction

BALL BEARING ENGINE

**V Belt, or Flat Belt and Idler Magneto. Also Two Speed
Gear if wanted.**



7 H. P. Twin Cylinder. 5 H. P. Single Cylinder. 4 H. P. Single Cylinder.

A GOOD AGENCY FOR HUSTLERS

EMBLEM MANUFACTURING CO., Angola, (Erie Co.) N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Alexander-Sewald Co., Atlanta, Ga., for the South; Henry Keidel & Son, Baltimore, Md., for Virginia and West Virginia.

YOU ARE INVITED

to visit

Space 618

at the

New York Auto Show

January 8th to 15th, 1910

We will make your visit interesting

THE MIAMI CYCLE & MFG. COMPANY

Middletown, Ohio

MAKERS OF

**THE RACYCLE MOTORCYCLE
RACYCLE — BICYCLES — HUDSON
MUSSELMAN ARMLESS COASTER BRAKES**

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, January 8, 1910.

No. 16

THE MEETINGS DURING SHOW WEEK

Motorcycle Manufacturers, Parts Makers
and Bicycle Jobbers to Hold Business
Sessions—Joint Luncheon, also.

The three trade meetings that have been arranged to occur during show week in New York City, will lead off with the gathering of the Motorcycle Manufacturers Association at the Hotel Breslin at 10 a. m., on Monday, the 10th inst. The meetings of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers, respectively, take place on Wednesday, 12th inst., at the Hotel Prince George, being scheduled to start at 10 o'clock a. m.

Each of the two latter associations will elect new officers, and it is expected that they will take steps toward the revival of the mid-summer trade meeting. An informal joint luncheon will follow, invitations for which are being extended to cycle manufacturers and to jobbers generally, in order that the attendance may be thoroughly representative. It is desired that all members of the cycle trade visiting the Garden show shall inscribe their names and addresses in the register which is maintained at the Bicycling World's booth, No. 601, in the motorcycle section.

Connecticut Increases Capital to \$250,000.

The Connecticut Telephone & Electric Co., of Meriden, Conn., makers of the Connecticut coil, has filed a certificate of increase of capital stock from \$40,000 to \$250,000. The new money will be used in extending the business, a big five-story brick addition to the factory, which is in course of erection, being one of the visible forms of extension.

Excelsior Opens in San Francisco.

Its business in that part of the country having attained proportions that make the move almost imperative, the Excelsior Sup-

ply Co., of Chicago, has established a branch house in San Francisco at 361-363 Golden Gate avenue. It will be in charge of T. A. Skinner, one of the Excelsior company's energetic travelers, whose chief assistant will be Frank N. Sanford. The branch will be the distributing point for Excelsior motorcycles for the Pacific coast trade, which means that a large stock of them will be carried.

Troxel to Make Wood Base Motor Seats.

Convinced that there exists an increasing demand for shaped wood base motorcycle saddle as well as for the suspension type which is the present standard, the Troxel Mfg. Co., Elyria, Ohio, is making ready to produce a saddle of the sort; it will be ready for the market about April 1st. The saddle will follow the general lines of the Brown wood base bicycle saddle, which was immensely popular in the hey-day of the bicycle and which first was made by Mr. Troxel 15 years ago when he was a resident of Denver, Col. The motorcycle saddle will be, of course, much larger than the original Brown.

National Carbon Absorbs a Competitor.

The National Carbon Co., Cleveland, O., has acquired the Eastern Carbon Works, of Jersey City, N. J., makers of the Eastern dry cells, and while the identity of the latter will be preserved, it will be operated under the direction of the National officials. The new arrangement becomes effective on the 15th inst.

Dunn Back from Pacific Coast.

H. T. Dunn, president of the Fisk Rubber Co., returned last week from a flying trip to the Pacific coast. He said he had no cause to complain of the results of his visit and found the trade on the coast full of optimism and good cheer.

Morgan & Wright Add \$700,000 Capital.

Morgan & Wright, the Detroit tire manufacturers, have certified to an increase of capital stock from \$1,800,000 to \$2,500,000.

PROMISE OF THE SHOW

Nothing Very Radical in Prospect, but a
Wealth of Real Improvement is Fore-
shadowed—Motorcycles in Which
It Will be Found.

Of the several exhibitions of motorcycles that have been held in New York and elsewhere, none held greater promise than the display which will be uncovered this evening in Madison Square Garden, and which will hold the boards during all of next week.

The exhibits will serve to illustrate how great is the advance made during the course of even one short year and how very far is the cry to the Werner motor bicycle, the French machine which was first to direct serious attention to the power propelled bicycle and which led to the quick rout of the motor tricycle, which already had appeared on the scene and which proved of such restricted utility that motorcycling waxed lean until the single track machine made its modest appearance.

So far as general appearance is concerned, none of the 19 brands of motorcycles which will be displayed at the Garden, will disclose departures from standard practice, save only the New Era, and the single cylinder Pierce; the former because of its distinctive frame, its form seat and footboards in lieu of pedals, and the latter by reason of its 3½ inch frame tubing which contains the fuel and oil supply. The New Era, however, was exhibited last year and therefore is not wholly new, and the Pierce frame construction being the same that is employed in its well known four cylinder model, neither will it prove entirely strange to the eye. Generally, however, frame design is well settled and is either of the double bar loop pattern or the double bar pattern with the engine built into the diagonal tube. Saddle positions have been lowered in several instances, but wheel bases practically are unaltered and spring forks have

become universal. The Indian is the only machine that will be characterized by anything resembling a notable departure in respect to spring forks. The Merkel and the Greyhound are the two machines that will incorporate shock-absorbing frame devices.

The power plants have undergone considerable refinement, and much attention has centered in the size and operating mechanism of the valves. The mechanical exhaust valve has gained ground; two new specimens of the overhead type will be found in the Curtiss, Marvel and M-M engines. The most radical departure, however, is the



WERNER AND HIS PIONEER BICYCLE

offset cylinder used on the Curtiss-Marvel motors. Automatic lubrication, however, has been the most notable engine development of the year. Since it first was shown last year on the Merkel and the Pierce "four," the makers of the Indian, Thor, Excelsior, Curtiss, Marvel, R-S and M-M have developed mechanical oiling systems of their own, each of which will disclose no small ingenuity.

The refinement of the engines has brought with it still further increases of power and the "big single"—4 and 5 horsepower—will be found more numerous than ever, while

the inclination toward too powerful 7 horsepower twins is, if anything, more pronounced. In the case of the singles, in at least two instances—Emblem and Pierce—so-called "long-stroke" motors, which are now a living subject in the automobile world are now employed; in both the Emblem and the Pierce the stroke is full four inches.

Overshadowing everything else in importance, however, will be the free engine and two speed devices that will be displayed. The N. S. U. last year exhibited such a device, but this year it will not be alone, as the Indian and Pierce both will disclose sliding gear transmissions, while the Reliance will mount a new two speed of the planetary type and the M-M and, probably the Thor, will uncover free engine attachments of their own which embody marked originality. In addition, there will be the ingenious Eclipse free engine pulley made by the Eclipse Machine Co., which will be shown not only at that company's booth in the motorcycle section, but will be seen applied to a number of the motorcycles on view.

In respect to ignition, the magneto has continued to make headway, but the coil and dry battery are still far from being ousted.

In the matter of braking the most notable developments are the use of cork inserts in the Eclipse coaster brake, and the employment of cooling flanges on the Muselman.

Of the equipment, much attention has been centered in the improvement of the portable stands. The separate two-legged variety has been relegated to the rear and more serviceable patterns designed; in one of them—the M-M, this serviceability has been heightened by the employment of pick-up springs.

The motorcycle exhibits will be grouped in one section of the basement of the Garden, but evidence of the growth of motorcycle interest and demand will be found in the largely increased number of exhibitors scat-

tered throughout the big building, who are showing motorcycle tires and other accessories in connection with their automobile wares. Of tires, three new ones will be shown—the Diamond, Hartford and Ajax, while Morgan & Wright will disclose their new white tread pattern, a pattern that is becoming "stylish" in the automobile world. And of course the "good old" G & J and the Fisk tires will be exhibited by their respective makers.

The decorative scheme of the show, which is being held by the Association of Licensed Automobile Manufacturers, is that of a Ro-



AN EARLY SPRING FORK TRICYCLE.

man amphitheatre, a design which, however, is employed only in the Garden proper. The basement, however, will be tastefully dressed and made cheerful by light and color. The show committee all are former bicycle men, Col. George Pope, the chairman, is of the Pope Mfg. Co., and the word "former" does not apply to him, as he still is very much a cyclist and has a warm spot for everything in the form of a bicycle. His colleagues are Charles Clifton, once of the George N. Pierce Co., and M. L. Downs, who years ago was connected with the Eclipse Machine Co.

NEW FEATURES AND IMPROVEMENTS AND THE MOTORCYCLES IN WHICH THEY ARE EMBODIED.

Incorporating, as usual, a number of new features and radical changes, and one new model, a 4 horsepower single, the 1910 Indians which will be shown by the Hendee Mfg. Co. will be distinguished chiefly by the use of a two-speed gear and free engine, a cradle spring fork and a mechanical oiler. Most notable perhaps of the new things is the two speed sliding gear and free engine device which has been in process of development for three years, and is claimed to be of unusually sturdy construction. For the present, however, it will be applied only to the 4 horsepower single and 7 horsepower twin. From an external viewpoint the most striking and radical change is the new cradle spring fork, the design of which materially alters the appearance of the whole machine; its principal member is a laminated

5 leaf semi-elliptic scroll spring of automobile pattern. The automatic oiler is of compact design and of the plunger pattern, is located in the rear of the cam case and is positively driven by the main shaft. While strongly reiterating their belief in the chain transmission as the most efficient, the Hendee Co. will continue to supply the belt drive to those who want it, but in one model only—the 4 horsepower single.

Among the minor refinements are a new and improved stand which is readily unslung and put in or out of action, and the insertion of pins in the friction plates of the compensating sprocket to carry the load instead of the clamping bolts.

Embodying a number of new features which testify to the unceasing pursuit of

perfection, the Thor IV, which, despite its somewhat mystifying appellation, is a single cylinder machine, will head the Aurora Automatic Machinery Co.'s line for 1910. Most prominent of the new developments is a double and independent oiling system, one of the gravity sight feed type, and the other mechanically regulated. In the latter system oil is fed from a glass cup in the rear of the cylinder to a cup shaped toothed disc inside the case which is driven by a worm gear from the flywheel. Holes in the disc register with the cup outlet at certain points in the revolution of the fly wheels, and as the latter continue their revolution the oil inlet is cut off and the lubricant is carried to the opposite side, where two holes in the cup again register with the disc and the oil is sucked out through a spiral groove

and thrown in between the fly wheels to the bearings. The feed is in proportion to the engine speed and the device is devoid of all valves or plungers. In the engine the cylinder has been enlarged and now is cast integral with the head, and the roller bearings and connecting rod bearings have been increased in size. In the welding of the pruning knife the internal gear transmission has not been neglected, and the gears and bearings have been made heavier. It is likely that the Aurora exhibit will include a multiple disc clutch on the rear hub which will afford a free engine and which it is known has been "in the works" for some time. New methods of valve retention, a one piece inlet pipe and dome, improved frame design affording a lower saddle position, new design and larger steering head bearings and a new brake hub with larger friction surface are other points where minor improvements have been found possible.

Adhering to a policy of conservative construction along lines which practice has proved correct, the makers of the Harley-Davidson have found it desirable or advisable to make but one notable change in the 1910 models, and that of an exterior nature. It takes the form of a rather radical belt idler, which is made in two sections, the lower section which carries the idler being placed on the engine shaft inside the pulley where it is protected from damage. On the upper end of this arm is cut a rack which engages with a toothed operating lever, this new construction giving a much wider range of belt adjustment than formerly as well as concealing the mechanism, and giving a neater appearance to the machine. The Harley-Davidson people have done with V belts, which means that flat belts will be used exclusively the coming season. In the refining crucible the crank hanger has been moved further forward, giving an easier riding position, a new type of carburetter has been adopted, the cylinder cooling surface increased 25 per cent., and the valves increased in size.

Evidences that the designing room has not been idle will not be lacking in the R-S line, which will be strengthened by the addition of several new models, which will make the Reading Standard Co. exhibit one of the largest in the motorcycle section. Prominent among the newcomers are a 4 horsepower single and 6 and 7 horsepower twins. The R-S display will reveal another mechanical oiler, and a new single float carburetter. In all of the new models the main shaft will be mounted on ball bearings. Of lesser but deserving note are the casting of the cylinder and head integral, the adoption of single valve sprockets and larger cooling flanges. Tanks have been enlarged, wheel bases lengthened, engines and saddle positions lowered, and minor refinements incorporated where experience has shown them to be desirable.

The Racycle in its present form is an-

other of those machines which will make their formal debut at a New York show, and that it will be an auspicious one is unquestioned. The Racycle employs the conventional double bar frame with the lower section broken out and the single cylinder engine set vertically well forward. The transmission is by V belt, while compound plunger forks are depended on to absorb the vibration transmitted through the front wheel. A capacious compartment tank with a reserve section is carried under the top tube. One of the features of the machine



COL. GEORGE POPE.
Chairman A. L. A. M. Show Committee.

is the Musselman air cooled coaster brake which also is a product of the Miami company. It has concentric flanges on the hub shell, similar to those on an engine cylinder.

Continuing, of course, its original and long employed spring frame, and the ball bearing motor, automatic oiler and adjustable pulley adopted last year, the Merkel models of the Merkel-Light Motor Co. will show improvement by way of refinement rather than by radical changes. These will consist of the adoption of an improved carburetter, a new muffler which is smaller, more compact and practically noiseless, and a simplifying of the adjustable driving pulley, and the fitting of ball bearings to the lower ends of the connecting rods. There also will be uncovered a new 4 horsepower single cylinder model, which with a pair of 6 and 7 horsepower twins will comprise the Merkel line; the Light models will constitute the chain driven members of the team.

Always a leader in the adoption of radical features, the Curtiss for 1910 makes its bow as the first exponent of offset cylinders. This is a feature widely used in automobile practice, its advantage being that

the thrust of the piston on the crank is transmitted more directly earlier in the stroke, and which decreases the cylinder wall thrust on the power stroke. Again taking a leaf from the automobile engineer Curtiss is the first motorcycle designer to place both valves directly over the piston and operate them from a single rocker arm. The valves are exceptionally large and may be removed in quick time. To round out the trio of striking and radical new features there is an automatic oiling system which differs from all others in its application. In the crank case is a float valve which maintains a constant level of oil, in a well into which the fly wheels dip, all of the interior of the engine being splash lubricated. Effort will be concentrated on two models, a 4-5 single and an 8-9 twin.

As the pioneer American motorcycle under another name, the new Greyhound, which has been redesigned from stem to stern, embodies many time tried and proven features, which now are accepted as standard as well as those distinctive and exclusive hallmarks peculiar to itself. In its new dress the Greyhound will appear with the double truss frame, single cylinder vertical engine, compound plunger forks, and V belt drive. The ingenious shock absorbing device which is independent of the frame and telescopic in action is one of the few features of the previous model that have been carried into the new Greyhound.

Still retaining its position as the only American four cylinder motorcycle, the Pierce has been brought to a higher plane of efficiency by the addition in miniature form of the automobile type of multiple disc clutch and two speed sliding gear transmission. Among the lesser refinements in the "four" may be mentioned larger cylinders with a corresponding increase in bearing surfaces, an oil well in the engine base, and an improved stand. To the Pierce line there also has been added a single cylinder model of 5 horsepower, which will employ the long stroke type of engine with mechanical valves, the combination tank-frame and flat belt transmission.

The headliner in the catalogue of new things which will be embodied in the 1910 Reliance motorcycles is a two-speed planetary gear with free engine friction clutch. Minor refinements have been made throughout the line which will consist of three models in types of 3½ and 4½ horsepower singles, and a 7 horsepower twin.

Bristling with the unique and distinctive features which always have characterized it the New Era, of course, retains them—its drop frame, two speed gear and friction clutch and running boards with pedal control, which have placed it in a class by itself. Recognizing the importance of comfort, however, its makers have provided a telescoping spring fork, and a cushion for

the form seat. New tanks and battery case of pleasing and more symmetrical design have been adopted, and a smaller muffler now is employed. A tandem attachment which also employs the cushioned form seat and a delivery van of the side-car type, are the new auxiliary developments.

To their already extensive line, the N. S. U., which now is practically the only foreign machine marketed in America, have added a new 2 horsepower single cylinder model in addition to effecting several important changes in the current models, most prominent of which is the adoption of a keystone frame. This practically is an entire new design with generous reinforcements at vital points. In the new model the engine lies along the lower diagonal tube, has mechanical valves, and a magneto mounted on top of the engine base. Power is transmitted through an internal gear reduction to a large engine pulley, which system permits of a corresponding reduction in size of the rear pulley, and is known as the "undergeared" type. Other modifications which have been liberally distributed among the various models are the lengthening of the stroke, larger valves, shorter wheelbases on the large twins, and more cylinder flange cooling area. Of course the two speed adapted to the motor shaft, and the rear hub two speed which permits of an idle rear wheel with the engine running will be prominently featured in several models. The line will consist of singles in 2, $3\frac{1}{2}$ and 4 horsepower, and twins in 3, 4 and 6 horsepower sizes.

The searcher for novelty will find a considerable fund of it in the M-M line. Sharing the honors as the leading new features will be an automatic pressure feed oiler and a free engine clutch of the internal expanding type with cork inserts. In the single cylinder models other modifications will consist of placing the motor vertical, enlarging the valves and the use of overhead operating mechanism. For the twins

automatic inlets will be retained, but the crankshafts now will be carried on roller bearings. A reserve gasoline compartment in the tank and pull-up springs on the stand which automatically raise it after the machine is started and serve to hold it in position on the rear guard, constitute other evidences of improvement.

Among those present at a show for the first time, the S. D., which with the S. D. Mfg. Co., Brooklyn, N. Y., takes its name from its means of transportation, i. e., shaft drive, in which is ingeniously incorporated compensating friction plates to absorb power shocks before they reach the gear teeth. The discs which may be adjusted to any desired tension are placed in the left fly wheel and run in an oil bath. Two models are made, engined with $3\frac{1}{2}$ and 4 horsepower single cylinder motors, respectively, but practically identical in other respects. Cylinders and heads are cast in one piece and the engine is set low in the center of a diamond frame, and is supported at three points. Power is transmitted through an enclosed ball bearing shaft. The fork is of the rigid type with sides carried up to form a triple steering head, and a neat combination tank is hung from the top tube.

Having, as the sole representative of the family achieved an enviable position, the Excelsior single hereafter will have a twin brother built along the same lines, and which will make its first appearance at the show. A mechanical oiler will constitute the chief innovation, while an improved valve gear making for more silent operation is the other change of note.

By reason of the close alliance existing between the Herring-Curtiss Co., and the Marvel Motorcycle Co., through the connection of G. H. Curtiss with both, it naturally follows that the latter machine which also belongs to the group of new aspirants for public favor, will closely resemble in general construction its prototype. Except-

ing for a slight difference in the frame lines which will be of the loop type, it practically will be a replica of the Curtiss and will employ that make of engine and carburetter. The newcomer will be produced in one type only, a single cylinder of 4 horsepower, with mechanical valves, automatic oiler and V belt drive.

The Emblem will signalize its maiden appearance at a New York show, by the lifting of the hat on a new 7 horsepower twin which is said to incorporate several surprises. Innovations will not be wanting in the singles either, however, for they have undergone some radical changes, among which is a new frame design with more graceful loop. Notable in the new models will be the adoption of the long stroke motor, which now is enjoying high favor with automobile engineers, and which principle the Emblem company is one of the first to apply to motorcycles. Increasing the expansion and reducing the crankshaft speed is claimed to reduce wear and increase economy.

Distinguished by its horizontal valves and shaft driven magneto the Royal Pioneer will again mount the platform with these striking characteristics, as well as its other prominent features unchanged. Room for improvement has been found in the grip control, the actuating cables now being brought out of the bars near the steering head. Double grips of sponge rubber to absorb vibration and afford changes of arm position also constitute a minor refinement.

This year the Yale twin, although it has been on the road for some months will make its formal debut at the show, and will share with the single, the limelight and attention of the curious and critics. Excepting, of course, for its larger engine and general construction the twin practically is a replica of the single in which but slight changes have been found necessary, among which is a battery cut-out switch.

THE EXHIBITORS AND WHERE THEY WILL BE LOCATED.

Motorcycle Section—Basement.

American Motor Co., Brockton, Mass. (605)—M-M.

Aurora Automatic Machinery Co., Aurora, Ill. (610)—Thor.

Baker & Co., F. A., New York City (616)—Indian and Pierce motorcycles, supplies and specialties.

Bicycling World Co., New York City (601)—Bicycling World and Motorcycle Review and "Care and Repair of Motorcycles."

Consolidated Mfg. Co., Toledo, O. (602)—Yale.

Eclipse Machine Co., Elmira, N. Y. (615)—Eclipse coaster brakes and free engine pulleys.

Emblem Mfg. Co., Angola, N. Y. (619)—Emblem.

Excelsior Supply Co., Chicago, Ill. (613)—Excelsior.

Greyhound Motor Works, Buffalo, N. Y. (611)—Greyhound.

Harley-Davidson Motor Co., Milwaukee, Wis. (608)—Harley-Davidson.

Hendee Mfg. Co., Springfield, Mass. (606)—Indian.

Herring-Curtiss Co., Hammondsport, N. Y. (607)—Curtiss.

Marvel Motorcycle Co., Hammondsport, N. Y. (620)—Marvel.

Merkel-Light Motor Co., Pottstown, Pa. (600)—Merkel and Light.

Miami Cycle Mfg. Co., Middletown, O. (618)—Racycle.

Motorcycle Publishing Co., New York City (604)—Motorcycle Illustrated.

New Era Gas Engine Co., Dayton, O. (614)—New Era.

N. S. U. Motor Co., New York City (603)—N. S. U.

Pierce Cycle Co., Buffalo, N. Y. (612)—Pierce.

Reading Standard Co., Reading, Pa. (609)—R-S.

Reliance Motorcycle Co., Owego, N. Y. (621)—Reliance.

Royal Motor Works, Inc., Worcester, Mass. (617)—Royal Pioneer.

S. D. Mfg. Co., Brooklyn, N. Y. (622)—S-D.

Accessories.

Ajax-Grieb Rubber Co., Trenton, N. J. (120 Elevated platform)—Ajax tires.

Badger Brass Mfg. Co., Kenosha, Wis., and New York City (157 Elevated platform)—Solar lamps and acetylene generators.

Bosch Magneto Co., New York City (255 Balcony extension, Fourth avenue)—Bosch magnetos.

Bretz Co., J. S., New York City (226

Balcony)—Magnetos, ball bearings and Bowden wire controls.

Coes Wrench Co., Worcester, Mass. (131 Elevated platform)—Wrenches.

Connecticut Telephone & Electric Co., Meriden, Conn. (114 Elevated platform)—Spark coils and ignition devices.

Continental Rubber Works, Erie, Pa. (136 Elevated platform)—Continental tubes.

Diamond Chain & Mfg. Co., Indianapolis, Ind. (181 Elevated platform)—Chains.

Diamond Rubber Co., Akron, O. (101 Elevated platform)—Diamond tires.

Dover Stamping & Mfg. Co., Cambridge,

Herz & Co., New York City (169 Elevated platform)—Herz magnetos and plugs.

Jeffrey-Dewitt Co., Newark, N. J. (215 Balcony)—Spark plugs.

Jones Speedometer Co., New York City (113 Elevated platform)—Speedometers and odometers.

Light Mfg. & Foundry Co., Pottstown, Pa. (112 Elevated platform)—Aluminum and bronze castings.

Manufacturers Foundry Co., Waterbury, Conn. (137-A Elevated platform)—Cylinder castings.

Mesinger Mfg. Co., H. & F., New York

N. Y. Sporting Goods Co., New York City (230 Balcony)—Accessories and supplies.

Pennsylvania Rubber Co., Jeannette, Pa. (107 Elevated platform)—Pennsylvania tires.

Pittsfield Spark Coil Co., Dalton, Mass. (150 Elevated platform)—Pittsfield spark coils and plugs.

Post & Lester Co., The, Hartford, Conn. (529 Basement)—Supplies and accessories.

Randall-Faichney Co., Boston, Mass. (147 Elevated platform)—Bing spark plugs and B-Line grease guns.



DECORATIVE TREATMENT OF MADISON SQUARE GARDEN FOR THE A. L. A. M. SHOW

Mass. (405 Second tier)—Funnels and measures.

Empire Tire Co., Trenton, N. J. (122 Elevated platform)—Empire tires.

Fisk Rubber Co., Chicopee Falls, Mass. (178 Elevated platform)—Fisk tires.

Geiszler Bros., New York City (235 Balcony)—Storage batteries.

Gilbert Mfg. Co., New Haven, Conn. (166 Elevated platform)—Lamp and tire covers.

Goodrich Co., B. F., Akron, O. (100 Elevated platform)—Goodrich tires.

Goodyear Tire & Rubber Co., Akron, O. (103 Elevated platform)—Goodyear tires.

Grossman Co., Emil, New York City (240 Balcony)—Spark plugs and ignition cable.

G & J Tire Co., Indianapolis, Ind. (105 Elevated platform)—G & J tires and specialties.

Hardy Co., R. E., Detroit, Mich. (125 Elevated platform)—Starite spark plugs.

Hartford Rubber Works Co., Hartford, Conn. (182 Elevated platform)—Hartford tires.

City (504 Basement)—Saddles, magneto covers and leather specialties.

Mezger, C. A., New York City (115 Elevated platform)—Spark plugs.

Miller, Charles E., New York City (209 Balcony)—Supplies and accessories.

Miller's Sons, William P., Long Island City, N. Y. (237 Balcony)—Lubricants.

Morgan & Wright, Detroit, Mich. (180 Elevated platform)—Morgan and Wright tires and specialties.

Mosler, A. R., New York City (158 Elevated platform)—Spitfire spark plugs.

Motor Car Equipment Co., New York City (Balcony extension, Madison avenue)—Supplies and accessories.

National Carbon Co., Cleveland, O. (119 Elevated platform)—Dry batteries.

New Departure Mfg. Co., Bristol, Conn. (524 Basement)—Coaster brakes and ball bearings.

Noonan Tool & Machine Works, Rome, N. Y. (531 Basement)—Tools.

Shaler Co., C. A., Waupun, Wis. (201 Balcony)—Electric vulcanizers.

Simms Magneto Co., New York City (218 Balcony)—Simms magnetos.

Splitdorf, Inc., C. F., New York City (102 Elevated platform)—Magnetos, coils and plugs.

Standard Welding Co., Cleveland, O. (156 Elevated platform)—Tubing, electrically welded parts and rims.

Stewart & Clark Mfg. Co., Chicago, Ill. (176 Elevated platform)—Speed indicators.

Stevens Co., New York City (266 Balcony extension, Fourth avenue)—Keno pumps and connections.

20th Century Mfg. Co., New York City (616 Basement)—20th Century gas lamps and acetylene generators.

Veeder Mfg. Co., Hartford, Conn. (179 Elevated platform)—Cyclometers.

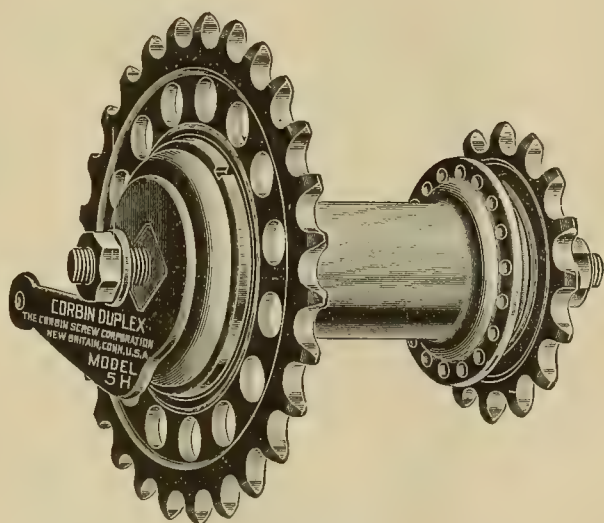
Whitney Mfg. Co., Hartford, Conn. (151 Elevated platform)—Chains and keying systems.

THE CORBIN

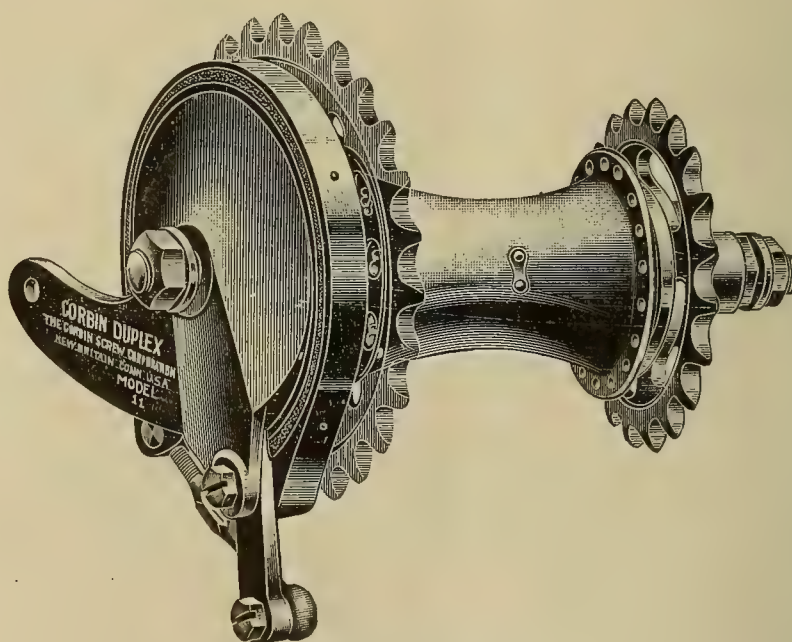
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NEW YORK, JANUARY 8, 1910.

"Am glad to receive notice that my subscription for the Bicycling World has expired, since it affords me the pleasure of renewing it, as I cannot very well do without it."—Percy Drummond, Newark, N. J.

Motorcycle Progress Marked by Show.

In many respects the motorcycle exhibits at the Madison Square Garden show, which opens this evening, should prove the most satisfying display that yet has been made, and one that will advance the motorcycle in public favor. It is not the diversity of pattern or the quality or the refinement of details that make it appear worthy of this designation, but rather the successive and notable developments that are making for creature comfort and that appeal to that great clientele which so greatly outnumbers the mere enthusiast or the mechanical "sharp."

The first step in this direction was taken a year or so ago when the inefficient mufflers, then so general, underwent some improvement at least and partly relieved motorcycles of opprobrium of "noisy little things" that has caused such damaging misunderstanding and served as a drawback of no small proportions. This year the automatic oiling devices and free engines and two-speed gears mark even more important

milestones on the path of progress. The mechanical oiler not only renders more certain the performance of a vital function, but it is a contribution to the cause of personal cleanliness, the lack of which is another disparagement that has been leveled at motorcycles; and finally, the free engines and two-speed gears will render motorcycles practicable for all ages and conditions of mankind; they will increase the elements of personal safety, of personal convenience and personal appearance or deportment; for it is undeniable that the exertion and acrobatic performance which so frequently has been necessary to get a motorcycle started has not served to attract or elevate it in the esteem of many persons whose favorable opinions are worth having.

The value of these several developments is not to be minimized; their influence is likely to prove far reaching, and as the magnet is very greatly reducing the once common ills of ignition, and therefore removing a source of vexation and a cause of much "fussing," the motorcycle may be said to be started on the high road of public favor. Spring frames and shock absorbers already are in evidence, and with their certain increase will come more bodily comfort, which is not to be despised. The lightweight, moderate powered motorcycle also is due to receive more attention and when it becomes more generally available, it also will play no small part in making converts and in bringing into the motorcycle ranks many desirable men who otherwise are likely to remain aloof. The lightweight machine will fill a niche that nothing else can fill.

But with machines operating more quietly, more safely, more surely, more cleanly and more conveniently, the improvement of the American motorcycle now has become so notable that all must see, and the Garden show will assist them in seeing it; and speaking of the exhibits as a whole, it may be added that a better appearing collection of motorcycles, or one offering greater latitude of selection or representing better quality or more sterling worth never has been exhibited anywhere. The "cheap" machine constitutes a hopeless minority.

In due course, someone will design and offer clothing that will permit the appearance of the man to match the progress of the machine. It will be a happy day and a helpful one, indeed, that marks the passing of the leather-garbed rider who suggests the deep-sea diver or the chauffeur on a lark and his slightly better kind who, clad

in khaki, appears not unlike a soldier on furlough and, not infrequently, an oil-splashed one.

Odd Misuse of a Simple Word.

If there is any simple word in the English language, the meaning of which appears more generally misunderstood and which is more frequently misused, than the word "peer" it is not easy to recall it. Why this should be the case is not readily understood, but the fact remains. Usually it is the case that "peer" is used when "superior" is meant. The number of times that it has been wrongly placed in catalogue and advertising matter is not short of amazing. "The Peer of All Jimcracks" has appeared time without count, when the advertiser really designed to say that his particular jimcrack was peerless—the best of all jimcracks and far above all others, instead of merely their equal. Two recent incidents of the sort and a discussion of the subject which further showed the extent of the misconception that prevails suggests that reference to the dictionary were worth while. Of course, where ignorance is bliss, 'tis folly to be wise, but there is small excuse for ignorance in respect to such a simple word.

The manner and language in which officials of the Tri-City Union of Motorcyclists have disavowed desire or intention to in any way run counter to the F. A. M. leaves no room for doubting its position or that its purpose distinctly is one of helpfulness rather than one of antagonism to the national organization. The phraseology employed by the Union's secretary that gave rise to question and made necessary these assurance, was indirectly fortunate in that it gave opportunity for the terse and loyal declaration of Director Fenner, printed in another column: "If we cannot form this organization without crossing the F. A. M., then 'bust' the Tri-City Union."

The use of lock nuts on at least the more vital points on the machines, is a minor matter that is worthy of the consideration of motorcycle manufacturers. The employment of such nuts has become fairly general on the better class of motor cars and on such other high speed vehicles as motorcycles, they are in the nature of accident insurance that is not to be despised or to be permitted to remain unconsidered.

Punctures level all ranks—it matters not what the machines may have cost.

Motorcycle Ownership on the Co-operative Plan

It is a well established fact that the German racially is stolid, slow-going and phlegmatic. Unlike the fiery Gaul, the Teuton will not shoot off his temper half-cocked; he is possessed of a more scientific nature, prone to delving at the depths of a problem before venturing an opinion. Having absorbed this bit of several hundred years old philosophy it is not surprising to learn that four young German men were able to co-operatively purchase a motorcycle and to run it for two years with mutual satisfaction and without ever once being in danger of coming to fisticuffs.

The co-operative ownership of bicycles and motorcycles is not a new institution, but the point is that nine-tenths or more of such schemes usually have resulted disastrously. Sooner or later the question of the "rights of the individual" has caused hard feelings, which infrequently have ended in blows, the individual ownership of the property in dispute or the demolition of it. Had all the parties to such Utopian schemes gone about it as thoroughly as did these four Germans, there never would have been any trouble.

The scheme started this way: Pilsener became interested in motorcycling, but did not want to purchase one entirely by himself, for the reason that in order to do so he would have to deprive himself of some other luxuries, and then after having acquired the machine he might be able to ride it only one day a week. He thought if he might find some friend whose free day of the week did not conflict, they might come to some agreement.

He talked the matter over with several chaps who frequented the same restaurant and as a result found four whose days did not conflict and who would be willing to go into such a scheme to collectively purchase and maintain a motorcycle. Pilsener was at liberty every Sunday, Culmbacher could do as he pleased on Saturday, Wurtzburger worked seven hours every night and had seven hours every afternoon to himself, and Muenchner was a solicitor who could take a day off whenever he so desired.

This seemed a promising combination and a "club" was formed and the manner in which it was conducted, as vouched for by a German visitor familiar with the details, is full of interest even for Americans and illustrates the reduction of co-operative ownership to an exact science. The "initiation fee" of the "club" was fixed at 160 marks (about \$40), \$160 thereby being raised at the outset. A machine was purchased for \$150, the remaining \$10 being expended for gasoline, oil, a lamp and some carbide. A set of by-laws was promulgated, one clause of which provided for the im-

mediate expulsion by a vote of 2 to 1 any member who should begin a quarrel about his alleged privileges of using the machine. In the event of such expulsion taking place, 50 per cent. of his entrance fee was to be refunded, and the other 50 per cent. declared forfeited.

In the "club room"—which was the home of a different member each month—was displayed a large rules sheet, in this form:

Mileage					
Covered	1st	2d	3d	4th	T't'l.
by	week.	week.	week.	week.	
"C"	145	132	168	155	600
"P"	115	131	149	85	480
"W"	130	92	76	122	420
"M"	82	73	60	85	300

Total mileage	1,800
Expenses:	
Gasolene, 30 gallons	\$4.70
Oil .....	.25
Calcium carbide .....	.80
Storing .....	.75
	<hr/> \$6.50

Due from:	
"C" (33⅓ per cent.)	\$2.17
"P" (26⅔ per cent.)	1.73
"W" (23⅓ per cent.)	1.52
"M" (16⅔ per cent.)	1.08
	<hr/> \$6.50

The exact mileage ridden by each was determined by cyclometer at the return from any trip made and entered on the sheet. Every rider had to clean and oil the machine at the end of each trip. Larger and rarer expenses, such as for tires, enameling, etc., were apportioned in the same manner at longer intervals. In case an accident happened to the rider, on account of which more extended repairs were made necessary, the unlucky one had to bear the whole expense. This provision formed a forcible incentive to careful riding and provided a much longer term of usefulness for the machine. In fact, so careful were the members of this club that their motorcycle sold, after two years' continuous usage for 340 marks, or \$85. This amount was divided equally among the four owners. The privilege of using the machine every week was distributed among the four members as follows:

C—Every Saturday from sunrise to midnight.

P—Every Sunday from sunrise to midnight.

W—On any two week days for eight hours each day.

M—On any one week day not taken by W from sunrise to midnight.

The other three agreeing, any one of the four could take the wheel on "off" days or evenings, under the regular condition of mileage expenses. Anyone was permitted to transfer his privilege free or for a com-

pensation, to any other member of the club, or he might even "rent" the machine to some one not in the "corporation," provided the hiring party paid the sum of 3 marks into the club treasury and the cost of gasoline and oil used. Under no condition was the wheel to be "rented" out for a longer period than six hours. The money thus received in the treasury was used toward the buying of new tires, and deficiency being made up on the mileage basis. If a surplus was left over at the end of the year it was spent for amusements for the club. On high holidays when all were at liberty, the privilege to ride was a much coveted one and carefully apportioned ahead for the whole twelve months of the year. In case the lucky one, whose turn had arrived, did not care to use, or was prevented by circumstances from taking advantage of, his privilege, he could dispose of his rights to any of the members of the club, but not to any outside party. In this case he was entitled to a cash indemnity of 3 marks for Christmas and New Year, and 5 marks for Easter and Whitsuntide.

The scheme worked splendidly for fully two years, when the combination broke up on account of two of the members being drafted for military service. Many other similar arrangements were, and still are, in force in Germany, where such things appear more feasible than in America.

Swenson Obtains Law's Protection.

B. A. Swenson, the well-known Providence (R. I.) motorcycle dealer, caused the District Court of Attleboro, Mass.—which is "next door" to Providence—to dig deep into the law books when one day this week he applied for a writ of protection. It was the first time in the history of the court that it had been asked for such a thing. The writ is a document preventing sheriffs and officers of the several counties of Massachusetts from serving civil notices, and its issuance serves to protect Swenson from such service while he is on his way to or from the Attleboro court.

Swenson, it appears, has brought suit against Frederick Wood of Providence to recover for repairs on a motorcycle. The suit was brought in Attleboro because Wood is employed there. Recently when Wood attempted to leave Attleboro to go to his home in Providence he was arrested at the instigation of Swenson, the allegation being that he was attempting to leave the State to escape the suit. Fearing that Wood might attempt the same proceedings against him when he goes to Massachusetts to attend court, Swenson had the writ of protection issued, and thus will be able to return to "home and mother" after the suit is tried.

WHERE TRI-CITY UNION STANDS

Its Officials Remove All Doubt Concerning Its Attitude Toward F. A. M.—Will Help, not Hurt, National Body.

There no longer exists any doubt where the Tri-City Union of Motorcyclists stands with relation to the F. A. M. The Bicycling World's question has served thoroughly to establish the fact that the Union stands for and with the F. A. M. The notice sent out by its secretary which stated that "the sporting events held by the organization will be under the sanction of the T. U. M.," and that it would "map out routes of the state," etc., which gave rise to the question, proves to have been merely unfortunately chosen phraseology.

That the Union has no intention of "crossing" the F. A. M. is made plain by this communication from its president, C. W. La Salle, of Rochester:

"In reply to the question 'Where does the Union stand?' I submit for publication the following extract from the constitution of the T. C. U.:

"Its purpose shall be to unite the motorcycle clubs of Buffalo, Rochester and Syracuse in a union for the promotion of touring between the cities of Buffalo, Rochester and Syracuse and the territory contiguous thereto; to provide routes for the use of the union's members; same to be published in the Tri-City Bulletin; to further as far as possible the legitimate use and prevent the abuse of motorcycling privileges on the roads; to promote competitive events between the union's members.

"It is understood and agreed that all events amenable to F. A. M. ruling shall be held only under sanction of the F. A. M."

"This union between the three clubs came about as the natural result of riders of the three cities meeting here and there on the road and in their respective cities for races and the like. The Bulletin mentioned is to be purely local to the three cities and will contain club news and gossip of a character which would not be available as news in an organ like your very excellent publication.

"It is not the purpose of this organization to take to itself any of the prerogatives of recognized authority and control of the sport. I think that the above coming over a signature should be more worthy credence than an anonymous communication."

The position of the New York organization is, if anything, made clearer by George W. Fenner, one of its directors, who also is captain of the Syracuse Motorcycle Club.

"If we cannot form the Union without crossing the F. A. M., then 'bust' the Tri-City Union," is the loyal and emphatic sentiment to which he gives expression in the following communication:

"As one of the directors of the Tri-City Union of Motorcyclists, composed of the

Syracuse, Rochester and Buffalo clubs, I should like to answer an article which appears in the Bicycling World of January 1st, headed, 'Where Does the Union Stand?' The idea of forming the union is for good-fellowship and to promote motorcycling in this part of the state, in fact, to get more riders and enlarge the membership of each club; also to hold a race meet in each city every year; the meet to be under the direct management of the local club; also to hold sporting events and club runs. It was distinctly understood by the Syracuse club that everything should be held under the sanction of the F. A. M.

"The T. U. M. is divided into three districts, and the appointing of hotels, supply stations and routes comes under the local club and not under the sanction of the T. U. M., each club to do this in its own district and only between the three cities, and for the benefit of the riders; if some 'sorehead' has got loose and by sending an anonymous letter to the Bicycling World putting it in any other light, we are very sorry.

"If we cannot form the T. U. M. without crossing the F. A. M., then bust goes the Tri-City Union, for we are in favor of the F. A. M. and intend to live up to its rules. Directly after the annual meeting and election of officers, January 14th, nearly all of the members will join the F. A. M. and we expect that every member will be in by spring. On November 15th, 1908, we got out a new application card which calls for \$2 dues, \$1 for initiation in our club and \$1 for club rate in the F. A. M. We are getting new members every week and they are all willing to pay the \$1 in advance for the F. A. M. and we shall send all the applications in directly after the annual meeting.

"I am sending this in behalf of the Syracuse Motorcycle Club and hope that you receive a like report from the Rochester and Buffalo clubs."

Queer Postponement at Los Angeles.

Another disappointment was given nearly 1,000 spectators at the Los Angeles (Cal.) Coliseum last Sunday, 2d inst., when the widely heralded 100 miles open professional motorcycle race, as well as the usual card of amateur events was called off. Just a few drops of rain fell, but this was deemed sufficient to call a postponement until the following Sunday. According to Los Angeles advices the race between the professionals was to have been a real thriller as Derosier and Lingenfelder had bet \$100 in real money upon their individual chances. Derosier came on the track and said that he was willing to ride Lingenfelder a match race for the money, but the latter packed up his machines and left the grounds. The crowd waited until 4 o'clock expecting a race, but after that became disgusted and left the stands with not any too good will toward the management. Such instances of the sort will not further alleviate the feelings of the patient Los Angeles public.

AGAIN IT IS RUTT AND CLARKE

Berlin Six Days Gives Them Easy Victory—Walthour and Stoll Second—Root and Fogler Far Behind.

As was fully expected, Walter Rutt, of Germany, and A. J. Clarke, the Americanized Australian sprinter, won the second annual Berlin six-days race which finished in that city on Sunday night last, according to cable dispatches received here Monday.

John Stol, of Holland, and Robert J. Walthour, of America, composed the second team, and Berthet, of France, and Brocco, of Italy, were third. Stabe and Pawke, the only all-German team to finish, were fourth, and E. F. Root and Joseph Fogler, of America, fifth. It was stated six teams finished, but the names of the last team were not announced.

The cable dispatches necessarily were brief and the complete details of the second annual German grind will not be fully known until the arrival of the mail next week.

Rutt and Clarke, who won the New York six-day race only a few weeks ago, finished one lap ahead of the next nearest two teams, as was the case in the New York race. Stol represented his team in the race to decide the tie between the teams of Stol-Walthour and Brocco-Berthet, the Italian representing the latter combination. The little Hollander triumphed over Brocco, the Italian. Stabe and Pawke were four laps behind and Root and Fogler seven laps to the bad at the finish.

The prize money was \$1,250 for the winning team, \$1,000 for the second and \$750, \$500 and \$250 to the third, fourth and fifth, respectively. The leading team covered 2,332½ miles, which is far behind the record.

As stated in last week's Bicycling World, the team of Rutt and Clarke was an eleventh hour entry, Rutt having been allowed to compete only through the intervention of the Crown Prince, who was instrumental in having him absolved from the usual two years' military duty which all native-born German males must serve. Rutt left Germany when young and had never been back, so that he was liable to military arrest and enforced service, had it not been for the Crown Prince.

The Berlin race began on Monday, December 28th and finished the following Sunday night, January 2d. Sixteen teams entered the race, but of this number only six teams were in at the finish, and as Rutt and Clarke were one lap ahead, the race must have been uninteresting. According to the dispatches enormous crowds witnessed the grind, which was held in the Zoological Gardens.

To those who have not heard of the result of the race, the poor showing made by Root and Fogler will come as a surprise.

TWO NIGHTS OF ARMORY RACING

Buffalo Fans Turn Out for Successive Meets
—Lap Races and Big Fields Provide
Excitement.

With two bicycle and athletic meets in that many days Buffalo sport "fans" had a picnic last week when meets were held at both the 74th and 65th regiments' armories. The 65th Regiment meet took place Friday night, 31st ult., and the one at the 74th Regiment the following evening.

The feature of the meet at the 65th Regiment armory Friday evening, 31st ult., was the two miles lap race, run in three trial heats, with the first two riders in each to qualify for the final. A. W. Mercer, H. G. Becker, Al. Krushel, Joe Tanner, Edward Dethloff and Edward Delling qualified for the final heat. Krushel, who is a sturdy youngster, won the final easily with 61 points, Dethloff and Delling tying for second place with 31 points. Joe Tanner, who finished fourth, had 27 points. In the handicap, which went for a mile, the limit men worked to such good advantage that the scratch men could not get up. F. P. Scott, with 105 yards, jumped at the right moment and won easily.

There were three events on the card at the 74th Regiment armory Saturday night, 1st inst., consisting of a novice at one mile and two two miles events—one a handicap and the other a lap race.

Just after the start of the final heat of the two miles lap race Krushel got tangled in the ropes at the inside of the track and before he could get straightened out the field had opened a gap of 100 yards. Krushel rode well, but finally was lapped. He remained in the field and interfered with the other riders to such an extent that D. H. Lewis, the referee, was on the point of disciplining him. The race was won by W. E. Andrews, of Toronto, with a total of 53 to Delling's 42 points. Dethloff finished third.

In the two miles handicap Delling qualified in his heat, but failed to get a place in the final, which was won by H. J. Becker, from the 75 yards mark. R. J. Hoover finished third, but the judges overlooked him and gave the place to Tanner. The novice race was won by Charles Troidl, of the 65th Regiment. The summaries:

December 31st—65th Regiment Armory.

Two miles lap—First heat won by H. G. Becker, 69 points; second, A. W. Mercer, 53; third, Lloyd Safford, 35. Time, 4:49. Second heat won by Edward Dethloff, 64; second, Edward Delling, 44; third, W. E. Andrews, 40. Time, 4:41. Third heat won by Al. Krushel, 66; second, Joe Tanner, 60; third, Arthur N. Hare, 29. Time, 4:46½. Final heat won by Krushel, 61; second, Dethloff and Delling tied with 31 points;

fourth, Tanner, 27 points. Time, 4:46½.

One mile handicap—First heat won by T. D. Hitchcock (100); second, Fred C. Flach (90); third, Charles Troidl (115). Time, 2:13¾. Second heat won by Frank P. Scott (105); second, A. N. Hare (35); third, Edward Dethloff (15). Time, 2:15¾. Third heat won by W. J. Anthony (45); second, Leo Breitweiser (115); third, Al. Krushel (scratch). Time, 2:15½. Final heat won by Scott; second, Hitchcock; third, Breitweiser. Time, 2:09¾.

January 1st—74th Regiment Armory.

One mile novice—First heat won by J. H. Rush; second, Arthur Dethloff. Time, 2:44¾. Second heat won by Joseph Joller; second, Charles Schmidt. Time, 2:44¾. Third heat won by John Block; second Edward Gross. Time, 2:39. Fourth heat won by C. G. Hosehard; second, J. S. Strichbich. Time, 2:52. Fifth heat won by Charles Troidl; second, Ed Riester. Time, 2:43¾. Final heat won by Troidl; second, Ruch; third, Block. Time, 2:50¾.

Two miles lap—First heat won by Joe Tanner, 54 points; second, W. E. Andrews, 53; third, Alfred Mercer, 50. Time, 4:54¾. Second heat won by Edward Dethloff, 68; second, Edward Delling, 50; third, Edward Young, 40. Time, 4:51¾. Third heat won by Al. Krushel, 63; second, R. J. Hoover, 48; third, William J. Anthony, 39. Time, 4:47¾. Final heat won by Andrews, 53; second, Edward Delling, 42; third, Edward Dethloff, 36; fourth, W. J. Anthony, 35. Time, 4:40¾.

Two miles handicap—First heat won by J. H. Rush (175); second, J. Pfang, (200). Time, 5:10¾. Second heat won by Edward Dethloff (40); second, Alfred Mercer (scratch). Time, 4:47¾. Third heat won by R. J. Hoover (70); second, William J. Anthony (95). Time, 4:40¾. Fourth heat won by Fred Flach (165); second, Al. Krushel (scratch). Time, 4:47¾. Final heat won by H. J. Becker (75); second, Anthony; third, Joe Tanner (85). Time, 4:42¾.

Chicago to Reduce Extortionate Tax.

The licensing committee of Chicago's board of aldermen, which had passed the iniquitous wheel tax ordinance mulcting motorcyclists \$10 per year for the privilege of using the city's streets, gave a hearing to the measure on Monday last, due to the efforts of the Windy City motorcyclists' strenuous efforts to cause that body to reconsider the measure. The aldermen at first were inclined to hold out for the original "soak" of \$10, but after hearing the arguments presented by the counsel representing the motorcycle interests, were disposed to make the ordinance a part of a general regulation which they intend to promulgate designed to govern the use of motorcycles. It is understood Chicago's "city fathers" intend to draft an ordinance which will compel motorcycles to carry license tags, adhere to fixed speed limits, and pay a tax of \$3.

PRO LEADS NEW YEAR'S SCORCH

Peterson Wins Chicago's Historic Event,
but Nelson Presses Him Closely—Bad
Roads Cause Many Falls.

Alex Peterson, who gained fame in the New York six days grind of 1903, when he finished third with "Herr" Floyd Krebs, came out of retirement New Year's Day, Saturday last, long enough to win the annual Two-Fifty Scorch from Chicago to Pullman, Ill. It was the nineteenth renewal of the time-honored custom inaugurated by the "old guard" of the high wheel brigade, and in spite of the heavy snow-covered roads, twelve riders made the distance from Chicago to Pullman. It was an informal affair, the first and only prize consisting of the honor of being the first to finish at Pullman.

The start had been set for 10 o'clock, but in order to allow several North Side riders to reach the starting point at Thirty-fifth street and Grant boulevard, the getaway was postponed until a few minutes after 11 o'clock. Among the snow birds who lined up was E. L. Schofield, who, although 65 years old, declared he was able to hold his own with the younger riders, and proved it by finishing eighth.

The leaders set a fast pace, and by the time they turned south on Michigan avenue the field was well strung out. When Sixty-third street was reached the riders followed the street car tracks to South Park avenue, which was taken for the remainder of the distance. There were plenty of snow drifts on either side of the road and likewise lots of slush, so it is not surprising that not a single rider escaped one or more falls.

At Sixty-third street Fred Nelson, to whom has fallen the honor of winning the annual "scorch" upon several occasions, was the last rider, but he buckled down to hard work and succeeded in passing all but Peterson, who had set the pace nearly all the way. Entering Pullman, Nelson's rear wheel skidded and threw him, but he was soon up and almost succeeded in overhauling Peterson before the finish.

Several of the riders were put out of the race by accidents which disabled their bicycles. Among those who had hard luck stories to tell was Herman Hultgren, time prize winner in a number of road races. Hultgren fell soon after the start and broke his handlebars. William Stout also damaged his bicycle, at a time when he was leading the bunch.

The following is the way the riders finished and the time of each:

First, Alex. Peterson, 50:00; second, Fred Nelson, 50:30; third, Bruno Grodetz, 52:00; fourth, Emil Kocker, 56:00; fifth, F. H. Paine, 1:05:00; sixth, Nick Kocker, 1:07:00; seventh, John Slattery, 1:08:00; eighth, E. L. Schofield, 1:11:00; ninth, H. F. Palmer, 1:15:00.

Simplification of the Magneto "Mystery"

Magnetos are either a source of mystery and worryment, or a luxury half-forgotten because of their modest requirements in the way of attention, according to the way they happen to be viewed. The subject is an interesting one, and in some respects perplexing, but motorcyclists who are content to follow the precept of the instruction books and let the magneto alone, seldom have cause for complaint. If they happen to be inquisitive enough to want to root out all the pretty little pieces which are concealed in its vitals, it is true, they may come to grief. If they attempt to dig into the theory of the thing, they will find it buried beneath a thick layer of tangled scientific phrases, very perplexing indeed, and discouraging. But if they really want to know the how and why of the magneto, and are willing to take a few simple statements "on trust," as it were, there will be small difficulty in understanding the way in which the mere turning of a little wire-wound spool, called an armature, results in the production of an electric current of sufficient strength to fire the gas within the cylinder.

In attempting to follow the electrical and magnetic elements of the magneto it is useless to ask why too many times. Like the force of gravity, which causes an unsupported object to fall instead of to rise or remain at rest, or like heat, both electricity and magnetism are invisible and inexplicable, save in terms of their results. A pinch of iron filings scattered over a soft iron bar which has been placed for some time near an electric motor, will adhere strongly to one end. So will a smaller bar of iron or any one of a number of different metals. From this fact alone, the bar is called a magnet, and the peculiar property which causes it to attract other metallic objects is called magnetism. Without knowing exactly why, nearly everyone is familiar with these facts. And without going any further than the causes and effects, in just this way, it is possible to explain how the magneto works, in a simple and satisfactory manner.

A common horseshoe may be magnetized, just as a plain bar may be. In fact, any piece of metal which is classed as a "conductor," is subject to attraction by a magnet, and under certain conditions, may be magnetized. In any form, the magnet exhibits a second peculiarity in addition to that of attracting other metals. The peculiar force which is called magnetism is manifested in two ways. While most familiarly known as an attraction, if two magnets are brought together, it is found that magnetic force also is repulsive under certain circumstances.

Thus if two bars are magnetized and are placed side by side, it may be observed that

they will attract each other strongly, so strongly as to come together with a little click, if gradually pushed toward each other.

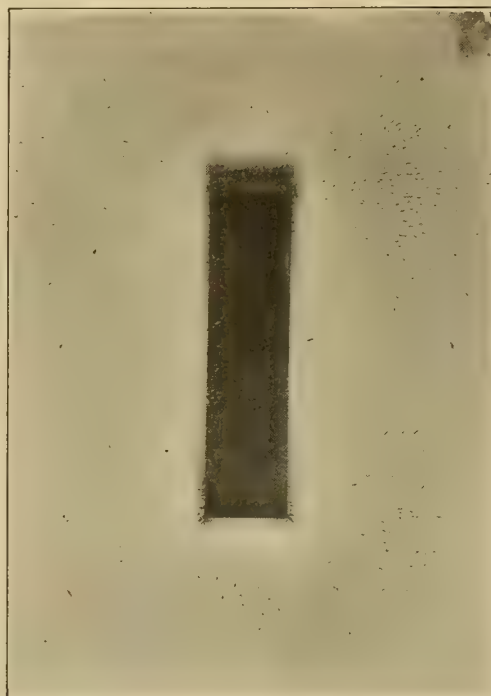


FIG. 1.—FIELD OF BAR MAGNET.

Iron filings sprinkled over a glass plate which rests upon a bar magnet are drawn into the arrangement shown by magnetic force.

If they are separated and one of them turned end for end, it will be found on repeating the experiment, that instead of coming together when brought very near



FIG. 2.—FIELD OF "U" MAGNET.

The nature of the field is the same as is Fig. 1, but the shape and intensity of the lines running between the poles is considerably altered.

each other, they will tend to separate. The compass needle, which is nothing more nor

less than a very small magnet suspended in such a way as to revolve freely in its central support, offers a ready means of studying the properties of magnets.

If a compass is held close to a magnet and then moved slowly parallel to it, it is found that the needle gradually swings. When near one end, the north end of the compass needle will point directly toward the magnet. As the compass is moved toward the other end of the magnet, the needle continues to point toward the same end, which is to say that it swings as the compass is moved until, when midway of the magnet, the needle is parallel to the surface of the metal. As it approaches the other end, it continues to swing in the same direction, until the south end of the needle points directly toward the opposite end of the magnet when the case is brought close up to it. From this simple experiment, scientists long ago came to distinguish the two ends of a magnet, in whatever form, as the North and South Poles. They are also distinguished by the "+" and "-" signs, respectively.

Another way of proving the tendency of magnetic force to centralize about certain points, which thus have come to be known as the North and South Poles, is to scatter iron filings over a magnet and then to tap the latter very lightly in such a way as to cause the particles of iron to vibrate. When this is done, it is seen that they tend to arrange themselves in little piles at either end.

A much better way of showing the same thing is to lay a sheet of stiff paper over the magnet and scatter the filings uniformly over its surface. If then the edge of the paper is tapped lightly with a lead pencil, the filings will at once arrange themselves in a peculiar and characteristic figure.

The accompanying illustration and others which follow, show exactly the effect which may be obtained in this way. These remarkable pictures, said to be the first of the kind ever produced photographically, which are reproduced by courtesy of Motor, were secured by scattering the filings over a glass plate laid on a magnet. The particles on the glass are clearly shown, while the pictures also show the objects back of the plate.

It will be seen that the filings tend to group themselves along certain definite lines which radiate from each of the poles of the magnet. They may be taken to indicate the nature of the magnetic attraction near the magnet, and for this reason are called lines of force. Every magnet, since it is capable of producing a picture like the one in question, Fig. 1, is said to possess such lines of force. The region about the magnet

in which such lines of force may be discovered, is called its field, and in the exact terms of electrical science, the strength of the magnet is measured in terms of the density of its flux, as the entire group of lines is termed.

Magnetism and electricity are inextricably confused in the mind of the average man, due to the fact that they are closely related. But while it is true that one never exists without the other—while they may be said to be half-brothers and members of the same club—each is possessed of a complete and positive identity of its own. There

the wire. If a piece of brass wire be used instead of the iron, or a piece of iron wire which is not magnetized, no such arrangement of the filings will result, no matter how much the card may be jiggled. The form of the flux around the end of a magnet thus is clearly defined.

If now a length of wire through which an electric current is passing be substituted for the magnet and the filings are again scattered over the card, they will at once proceed to arrange themselves in orderly little rows around the wire, exactly in the same way as when the magnetized wire was

and allowing a current to flow through the wire while the card is gently tapped is shown in Fig. 4. Just where each coil comes up through the card is a little circle of filings. But the general arrangement of the greater proportion of the filings is strongly suggestive of that shown in the first picture where a plain bar magnet was used to attract the particles. Had the turns of wire been more numerous, so close, in fact, as to cut off the view of the card underneath, the result would have been precisely the same as though a bar magnet had been placed beneath the card.

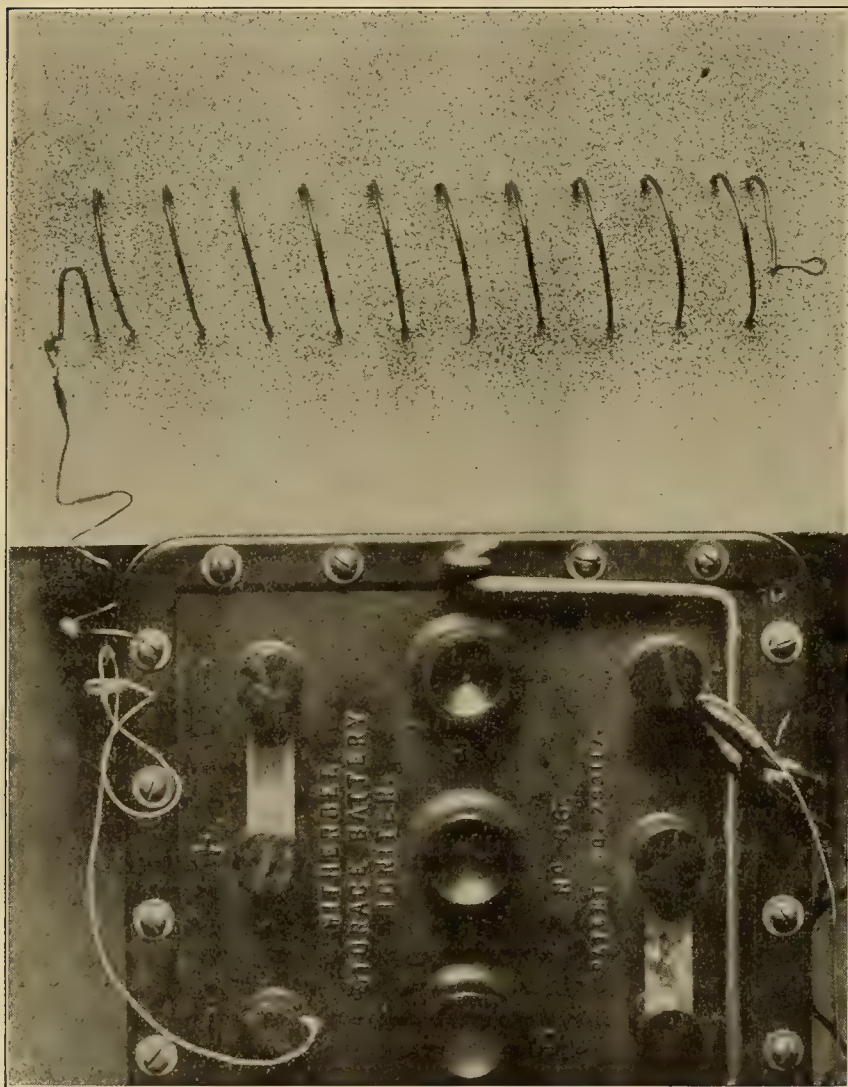


FIG. 3.—ARRANGEMENT FOR SHOWING THE FIELD OF A COIL. A coil of non-magnetic copper wire is run through a card over which iron filings are scattered. One wire from the battery shown in the lower part of the picture is disconnected so that no current flows. Note the uniform distribution of the filings.

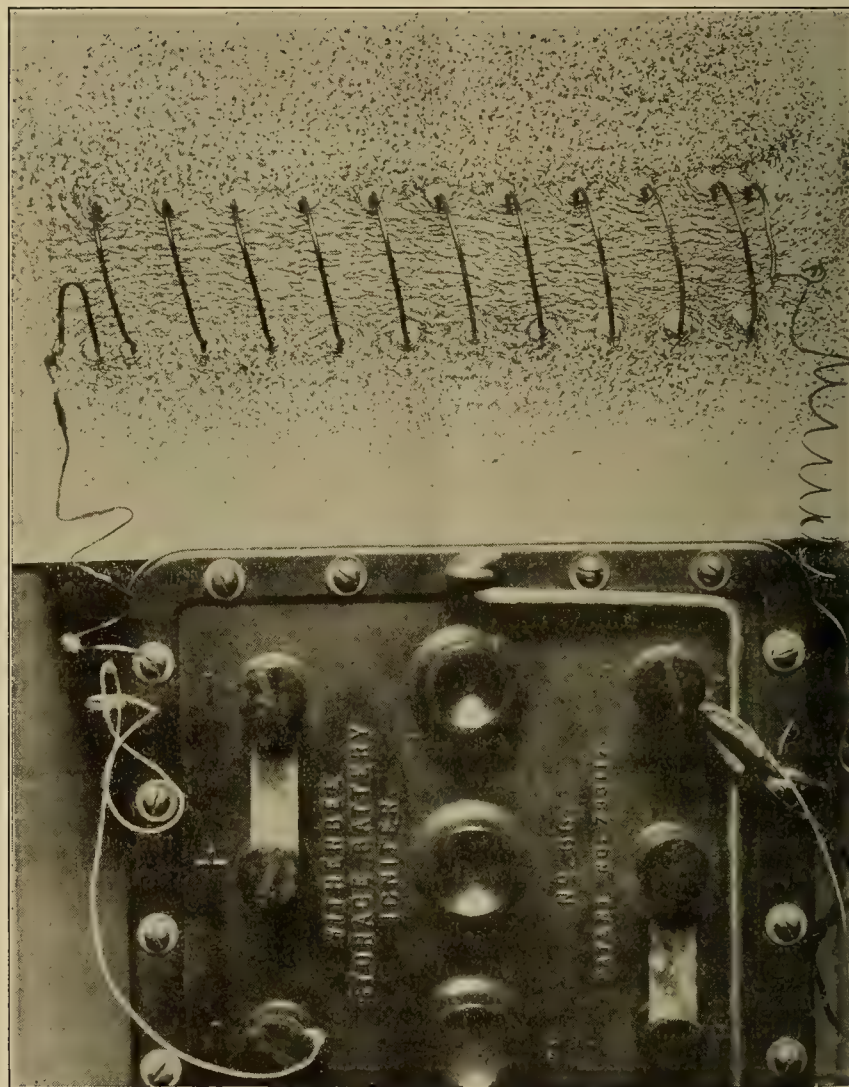


FIG. 4.—RELATION BETWEEN MAGNETISM AND ELECTRICITY. The second battery wire has been connected to the coil. The effect of the magnetic force which results from the flow of current is to cause the filings to arrange themselves in little circles around the wires and also in lines running through the coil.

is no need to inquire why this is so, any more than it is necessary to ask where Moses was when the light went out, or what makes fishes swim. It is just one of the characteristic and distinguishing relations between two forms of energy which are known, respectively as magnetism and electricity.

But while it is not easy to explain the precise relationship between the two, it is comparatively easy to show that such a relationship does exist. For if a short length of iron wire be magnetized and a piece of cardboard, through which a hole has been punched, is slipped over it, it will be found that filings scattered over the cardboard tend to arrange themselves in circles about

used instead of an electric conductor.

Another way of testing the same principle is to coil a wire into the form of a spring and then twist it into a series of small holes in a card, in such a way that half of each of the coils of the spring will lie on one side of the card, and half on the other. Ordinary common sense must teach that in the usual order of things nothing surprising would happen if a handful of iron filings were sprinkled over the card. The third picture confirms this impression. An electric battery is shown in the lower part of the illustration, but it will be noticed that only one of the two terminal wires is connected to the wire coil running through the card.

The effect of connecting up the battery

In order to pass from this very simple demonstration of the relation between electricity and magnetism, to a direct consideration of the magneto, it is necessary to explain that whenever an electric current is passed through a conductor, the latter instantly becomes surrounded by a magnetic field, or flux. Whenever the circuit is broken and the current ceases to flow through the wire, the field retracts to nothing. Furthermore, whenever the current is of constant strength, the field is of constant strength, but when the current varies in intensity, the strength of the field varies accordingly.

Having established this principle firmly in mind, it is possible to proceed to another, upon which the generation of current in the

magneto directly depends. It is that whenever the flux lines of a magnetic field are cut into by an electric conductor, such as a wire, which is connected in the form of a circuit, a current of electricity will be generated in the conductor. Or, if the conductor is stationary and the strength of the magnet varies, the same result will be produced. This is much the same as saying that if you push down the piston of a tire pump, air will be forced out of the cylinder, while if you blow into the tube, the air from your lungs will cause the piston to rise.

The process of generating electric currents by the cutting of lines of magnetic force is known as induction. In the common spark coil, the principle is used to intensify

man said, when his wife asked him how he happened to be out so late at night: "Don't ask why—it would take too long to explain."

The picture showing the arrangement of the flux around the U-shaped magnet of the type employed in magnetos, Fig. 2, is self-explanatory. It is plainly indicated that the magnetic attraction, always directed toward the two poles, which are at the extremities of the magnet, is strongest between the arms, where, as shown by the arrangement of the filings, it flows in parallel lines. Consequently, as shown in Fig. 5, when the armature is placed between the poles of the magnet, the flux lies directly through, as well as around it.

shown, the lines of force lie across all the turns of wire and through their center, in the same way that the lines of force pass through the core of the spring, as shown in Fig. 4. Just here, it is well to bear in mind that the strength of the magnet is constant; therefore that the density of its flux, or, to use the illustration of the rows of iron filings, the number of lines of force extending from pole to pole also is constant. The position of the coils of wire on the armature, however, may be varied by causing the armature to turn in its bearings.

The result of turning the armature through a small angle is shown in the following picture, Fig. 6. Here it is seen that the lines of force are distorted, and instead



FIG. 5.—FIELD OF A MAGNETO.

With the armature in this position, the lines of force pass through the windings, much as shown in Fig. 4, save that the field is that of a permanent magnet like that in Fig. 2.



FIG. 6.—DISTORTION OF FIELD.

When the armature reaches this position, the lines of force are bent because they tend to follow the least resistant path. When the magneto is running this effect is continuous.

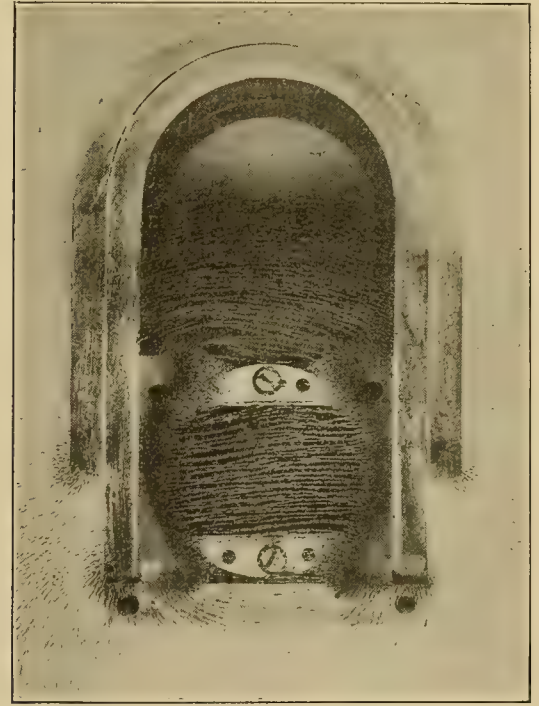


FIG. 7.—INDUCING THE CURRENT.

In this position the lines of force pass directly across the coils—not through their core. At this point the coils are cutting the field at maximum speed and the maximum current is induced.

the current from the battery; when the circuit is interrupted at the contact-breaker, the little field surrounding each turn of wire in the coil, just as the filings surround each wire running through the cardboard in Fig. 4, begin to retract. In doing so they cut across the adjoining wires, which lie close together. The result of this action is to induce an additional amount of current to flow through the coil and thus to increase the voltage, or pressure, of the current which flows through the secondary wire to the spark plug.

Of course, there are no actual lines to be cut; no actual movement of particles of any sort, so far as has yet been determined, which corresponds to the movement of the filings on the card when it is tapped with the pencil. But the effect in every way corresponds with the results which would follow the intersection of just such lines did they exist, and so the term imaginary lines of force has been adopted as a simple and easy term to apply to certain conditions which are invisible, but which produce known, certain and visible results. It is another instance of cause and effect. As the

As is well known, the armature of the magneto resembles nothing so much as a little iron spool on which many turns of fine copper wire are wound in such a way that all the turns lie parallel to one another and from end to end of the spool. As the force of magnetism is exerted in and through the substance of matter, just as the force of gravity causes a stone to weigh as much on the roof of a skyscraper as it would weigh in the cellar of the same building, the lines of force pass directly through the armature and its windings.

The picture, Fig. 5, was produced in the same manner as the preceding ones, save that the glass plate upon which the filings were sprinkled was laid on top of a magneto from which one of the armature spindles had been removed and which was stood on end on the floor. The two light colored segments represent the metal of the armature core, while the dark rectangle in the middle of the picture, through which the lines of force appear in the form of light colored streaks, is the insulation which covers the windings.

When the armature is in the position

of assuming the most direct path from pole to pole, are swept slightly out of line. The reason for this is that in exactly the same way that electricity always follows the path of least resistance—or that water always flows downward by the most direct route it can find—magnetic force always inclines to manifest itself most strongly through the medium of magnetic conductors. As the armature turns the lines of force at first are distorted in an endeavor to continue to follow the path through the windings.

At a certain point in the revolution of the armature, however, the magnetic attraction between the poles becomes stronger than the tendency of the lines of force to follow the windings. The result is that the coils of wire literally cut across the lines of force, so that when the armature reaches the positions shown in Fig. 7, the flux again lies straight across from pole to pole. At the same time, the armature having been revolved through one-quarter of a turn, the coils now lie in the plane of the field, or in the same relation to it as would be shown in the arrangement of Fig. 4, were the field made constant by placing a mag-

net beneath it, and the coil of wire turned so that it stood vertically above the cardboard.

From the peculiar relationship between electricity and magnetism, which has been explained, it will be seen that the rotation of the armature through one-quarter of a turn, thus causing the wire coils of the winding to cut across the field of the magnet, has induced or generated in the coils a current of electricity—that is, provided the outer ends of the coil are connected in some way. By the same reasoning, it also follows that when the armature leaves the position shown in Fig. 7, the coils are rotated another quarter turn to a position corresponding to that of Fig. 5, that is to say, when the armature has been revolved a half turn, the cutting of the field will have ceased, since the lines of force again lie through the center of the coils, instead of across it. Also, it will be seen that when the armature is further revolved in order to make one complete revolution, the same process must be repeated.

In other words, it is evident that whenever the armature makes one complete revolution, two impulses of electric current are induced in the windings. For elementary purposes, in understanding how the magneto works, this is as far as it is necessary to go.

Broadly speaking, these elements, the magnet, with its field, and the armature

with its spindles and its windings, are the only essentials of a simple, low tension magneto. Current from such an instrument may be led to the cylinder of a gas engine and there made to ignite the gas merely by the separation of two contact pieces just at the instant when the armature coils are cutting the field most rapidly, as shown in Fig. 8. This is the elementary make and break system of ignition.

Instead of being conducted directly to the cylinder, the current generated in this way may be led to an induction, or spark coil as it generally is known. In such a device, as already explained, any variation in the magnetic flux which surrounds each turn of wire in each loop of the coil causes a cutting action very similar in principle to that which is caused in the magneto when the armature revolves, and exactly like it electrically. This causes a new current to flow through the secondary windings which lie outside the so-called primary of the coil. The variations in field strength are produced by the varying voltage of the current, which, in turn, is caused by the varying rate of cutting of the magnetic field in the magneto by the coils on the armature. Just at the instant when voltage is at its highest point, the circuit is broken, which causes the magnetic field of the primary windings in the coil to dwindle down to nothing. In doing so, however, it produces a rapid cutting of the secondary windings in the coil,

thus inducing the enormously high voltage, from which the familiar jump spark results at the spark plug.

One more step, and one only, is necessary to a complete understanding of the action of the common form of high tension magneto. A moment's consideration of the nature of the spark, or induction, coil, will show that there is no logical reason to prevent a simplification of the magneto to the extent of combining the spark coil with the armature. This is exactly what is done in the ordinary form of high tension magneto. After the requisite number of turns of wire have been wound on the armature to constitute the arrangement, the nature of which is shown in the illustrations, Figs. 5, 6 and 7, the winding is continued with a different size of wire. When the armature is finished, it is exactly the same, electrically, as the induction coil which is used with the battery system. In action, therefore, it partakes of the action of both the low tension magneto and the spark coil. The primary current is generated in the primary windings as the armature revolves, by the cutting of the windings across the field of the magnet; the secondary current is induced in the secondary windings as the flux, due to the primary current in the adjoining windings, is caused to vary by the interruption of the current at the contact breaker. In this way the ignition system is reduced to its lowest terms.

George Washington's Contribution to Motorcycling; a Discovery!

In a speech on heroes and hero worship, Robert Ingersoll verbally jumped on the folks who "are busy rubbing out the lines on Lincoln's face," and to show the extreme results of too much idealization he declared that "George Washington is now only a steel engraving." Nevertheless there are people who have dug up and preserved some intimate and interesting history about Washington, relating to his youth and young manhood, and they have found that he was about the first white man on this side of the ocean to discover petroleum and to write about it in a way suggesting that it was to have a future practical use.

Had he been able to escape the inevitable fate of all mortals, he now might be putting up the Washington brand of gasoline for motorcyclists, as he was keen enough to stake out for himself a great big piece of land in Pennsylvania which appealed to him because on one of his arduous surveying trips across the Alleghenies he found it rich with "oil that comes from the rocks and can be burned."

But the way it is burned in a motorcycle and the wonderful power that it releases in taking a rider speeding over the scenery are matters which the limitations of his time made it impossible for him or anybody else but a trance medium to foresee. He rode the fastest and wildest horses he could find, and his youth in Virginia was filled with plenty of pleasure and excitement, but

the delights of motorcycling, with his "oil from the rocks" as fuel, was reserved for future generations.

When a man pays his money and takes possession of his motorcycle he very properly regards it as his own, and yet if he be philosophically inclined and if he has a strain of reverence for human endeavor, patience and accomplishment of the past, he will admit to himself an obligation to men dead and gone, and whose names he perhaps will never know. Their work and time and studying all contributed to the forwarding of the arts which are blended in the motorcycle. A tribute is therefore due them when a motorcyclist with gladness in his heart regards the wonderful mechanism which is at his disposal—not forgetting George Washington and his oil.

By a more or less intricate process of reasoning, dealing with the chemistry of our world, scientists have arrived at the conclusion that all power, such as is obtained from coal, wood, wind, wave, waterfall, petroleum, muscular action, primary electric batteries, or anything else, has its source from sunlight, or, rather, from the heat of the sun, a form of energy which is changed and stored up available for human use. It is a fanciful thought, but one which is justified by the findings of science, to regard a ride on a motorcycle as transportation with a condensed bunch of sunbeams as the propelling force.

Military achievements and the role of "Father of His Country" having served to obscure many phases of Washington's life and character, it will be a somewhat new and surprising conception to many to regard him in a role which a stretch of imagination—my imagination, at any rate—gives him a circuitously indirect title to being one of the great-grandfathers of motorcycling. He was a good business man and an ardent promoter of invention and scientific progress, and had not the demands of patriotism drawn him to other callings he probably would have developed petroleum as an article of use in a vigorous and able fashion. He grasped the fact that it had tremendous possibilities, and talked and wrote freely about it with a view to interesting intelligent men to look into it. Many decades elapsed and then men did take it up and experiment with it, until today the motorcycle has a fuel which weight for weight, is fourteen times as powerful as dynamite, and as harmless as water.

Being the discoverer of George Washington as a great-grandfather of motorcycling in addition to his other honors, I take no unseemly portion of honor to myself, however, as Washington on the one hand and motorcycling on the other, are so big that when brought together they leave very little room for petty personal aggrandizement of "discoverers." I am content to wear my laurels modestly!

M. T. M.

The Motor Bicycle for Traveling Salesmen

Although the idea of a motor bicycle as a substitute for a railway train may appear of a "tall order," I am quite prepared to assert that the motor bicycle can be made fill that very large niche. I know that it is possible, for during the past year a motor bicycle served me in exactly that capacity—as a substitute for railway trains, also, on occasion, as a substitute for boats and horse-drawn stages.

My business is that of "missionary" and traveling salesman for the Boston Grease Co., and, having had some previous experience with motorcycles, early last year I decided to discover if it would not serve my purposes and the purposes of men pursuing my calling. Having reached this decision, I selected a 3 horsepower machine of standard make, and had it fitted with a special luggage carrier, mounting upon this a special grip which will hold 100 sample boxes of grease, besides a quantity of printed advertising matter. In front, on the tank, I fitted a small box, in which I carried cards, which I could distribute along the route without dismounting. My extra supplies were shipped ahead.

My uniform consisted of a hunting suit, which I found very useful, as the coat practically is all pockets. These I filled with samples and cards, as the only tools I carried were a wrench, pliers and extra chain links. Both the trousers and coat were waterproof and could easily be cleaned.

Early in the season I began to cover Massachusetts and parts of New Hampshire, usually leaving Boston Monday morning and returning Saturday night. To show how quickly the ground may be covered with a motorcycle I may cite one example.

I had expected to make a two weeks' trip through Western Massachusetts, but one Saturday noon, while at Springfield, I received a telegram from headquarters calling me back to Boston. I was instructed to reach Portland, Maine, by Monday morning and Waterville that night. Before leaving the hotel at Springfield I wrote a note to a friend who lives in a small town about 65 miles from Portland on the road to Waterville, telling him I would pass through there about 1 o'clock Monday afternoon, and asked him to meet me. I reached Boston in response to orders at 6 P. M. Saturday, packed some extra clothes to be shipped by express, and left that city Sunday arriving in Portland that evening without difficulty. I transacted my business there and started for Waterville Monday morning, without knowing what kind of roads I would encounter, or how many stops I should have to make. When I rode into the little town a few minutes before 1 o'clock and found my friend waiting he was

very much surprised, especially when he learned how many calls I had made and the volume of business transacted since starting from Portland that morning.

Nine weeks were spent in Maine, traveling over all sorts of roads, attending a few county fairs and picking up trade in all



BERT W. FARNHAM

manner of out-of-the-way places. The motorcycle helped me sell goods many times, as it frequently was the means of opening conversation with merchants difficult to deal with. Whether he wanted at first to buy goods or not, he usually was anxious to ask questions about my machine, and frequently became so interested, especially after learning that the lubricant I was trying to sell him was the one used exclusively in my machine, he would order at least one case, and frequently more.

The roads in Maine for the most part are good—much better than most riders appear to know. In fact, I would rather cover the road from Portland to Bangor than the State road between Springfield and Boston. In the southwestern part of the State the roads are not so good, but the hardest trip I took was from Waterville across to South Paris, which I made in one day, making

sales in several towns en route. By train and livery the same trip would require at least three days, and more if the same stops were made. The roads were very sandy. I stopped in the middle of one sandy stretch to inquire the distance to the next town of a farmer who was digging potatoes.

"As the Lord made it," he replied, "it is 20 miles."

He did not seem to appreciate my next query if the distance would be any shorter by the "devil's highway." When I asked him why the Maine Legislature did not permit the sale of intoxicating liquors for a few years and use the license money for highway improvement, the farmer became very angry and wanted to know why I kicked about the roads when I paid no taxes to the State. It opened a new avenue of thought philosophy as I wriggled through the sand the rest of the day.

The only time I was hindered by rain was one entire week when it poured every day. Some of the roads were washed out and small bridges carried away, but I had no difficulty in making better time than would have been possible by train, although slower than my usual rate of travel. Many of the traveling men I met were astounded and several of them remarked that they had thought of trying a motorcycle, but were waiting until some one proved it practicable.

I left Maine the latter part of October and worked slowly back to Boston, making new sales, and visiting customers I already had secured earlier in the season. I had expected to have a few days' vacation when I reached Boston, but was told to get ready and cover Connecticut before snow time. My samples and advertising matter already had been shipped, so that it was a matter of but half an hour before I was on my way. For the next five weeks I toured through the Nutmeg State and found the motorcycle just as useful as it had been earlier in the season, although the roads were not as good as those I had found in Maine. I got to New York December 1st and have been on the move ever since, making a trip as late as December 20th to Hartford, visiting the towns enroute. I expect to use my machine a great deal during the winter.

During the entire season I have not had an accident of any kind and no trouble whatever with my machine, while the average expense has been less than one-half cent per mile. The only ill effects have been the development of an enormous appetite, a gain of ten pounds more than I ever weighed before and a desire to retire early in order to be on the road long before breakfast. Breathing the morning air can be appreciated only by those who know.

The ordinary traveling man who stays in bed until 8 o'clock and then waits an hour or two for a train is not in it. The motorcycle man has reached the town, sold his goods and is on his way to the next point before the railroad traveling salesman has finished his breakfast. And his indigestion isn't nearly so good either. Besides, there is any amount of business to be picked up in out-of-the-way places that are never seen by the man who does not use a motorcycle, besides the great amount of missionary work to be accomplished. When meeting an automobilist or motorcyclist I can toss him a sample without dismounting, and often I have come across a fleet of motor boats in some stream or lake off the main line of commercial travel, and have tossed sample boxes of our grease to the boat owners.

Whether I have the same territory or not next season, a motorcycle will carry me wherever I go. The familiar "Railroad tickets, please," has lost its charm for me.

BERT W. FARNHAM.

Buffalo's Big Club Fills Offices.

It now develops into a show-down between the Buffalo (N. Y.) and Los Angeles (Cal.) motorcycle clubs as to which is the largest organization in the country. For a long time the California club undisputably has held the distinction but the report of the secretary at the annual meeting of the Buffalo Motorcycle Club this week shows that the leadership is an open question. The Buffalo club now has 167 charter members. The election resulted as follows: President, W. Q. Cramp; vice-president, Louis Wipperman; secretary, F. J. Williams; treasurer, W. Cloudsley; road captain, C. A. John-dahl; lieutenant, C. M. Logan; directors for two years, W. G. Schack and O. H. Peters; directors for one year, Thomas French, Jr., J. Hengerer and O. L. Neil.

New Jersey Club "Warms" New House.

The New Jersey Motorcycle Club formally "warmed" its new club rooms at 18 New street, Newark, N. J., Tuesday night last, 4th inst. There were speeches, a vaudeville program and refreshments. The affair was under the direction of Herman C. Page, the newly elected president of the club, George Post acting as toastmaster. One of the pleasing features of the evening was the presentation of a lemonade set to P. Wilmer Stevens, the retiring president.

Spirited Election in Los Angeles.

The Los Angeles Motorcycle Club held its annual election of officers last week with the following result: President, George F. Hood; vice-president, D. H. Johnson; financial secretary, A. J. Menagay; recording secretary, H. White; treasurer, Fred Bruner; captain C. E. Anderson; trustees, A. J. Johnson, S. L. Lyons and E. Schmalzreid. The election was quite spirited, especially for the offices of vice-president, treasurer and the trustees, from five to seven nominations being made for each office.

ACCEPTED MOTORCYCLE RECORDS UP-TO-DATE

AMATEUR RECORDS.

Distance.	Holder.	Where Made.	Date.	Time.
1 kilo	Charles Spencer	Springfield, Mass.	Oct. 23, '09	0:28 $\frac{3}{4}$
1 kilo*	Charles Gustafson	Springfield, Mass.	Oct. 23, '09	0:39
1 mile*	Charles Spencer	Springfield, Mass.	Oct. 23, '09	0:55 $\frac{1}{2}$
1 mile	Fred Huyck	Springfield, Mass.	July 31, '09	0:42 $\frac{3}{4}$
2 miles	Fred Huyck	Springfield, Mass.	July 31, '09	1:27 $\frac{3}{4}$
3 miles	Fred Huyck	Springfield, Mass.	July 31, '09	2:12
4 miles	Fred Huyck	Springfield, Mass.	July 31, '09	2:55 $\frac{1}{2}$
5 miles	Fred Huyck	Springfield, Mass.	July 31, '09	3:40 $\frac{1}{2}$
6 miles	Fred Huyck	Springfield, Mass.	July 31, '09	4:38 $\frac{3}{4}$
7 miles	Fred Huyck	Springfield, Mass.	July 31, '09	5:24 $\frac{3}{4}$
8 miles	Fred Huyck	Springfield, Mass.	July 31, '09	6:09 $\frac{3}{4}$
9 miles	Fred Huyck	Springfield, Mass.	July 31, '09	6:55 $\frac{3}{4}$
10 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	7:42 $\frac{3}{4}$
11 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	8:29 $\frac{3}{4}$
12 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	9:15 $\frac{3}{4}$
13 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	10:02 $\frac{3}{4}$
14 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	10:50 $\frac{1}{2}$
15 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	11:36 $\frac{3}{4}$
16 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	12:23 $\frac{3}{4}$
17 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	13:12 $\frac{3}{4}$
18 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	13:58 $\frac{3}{4}$
19 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	14:44 $\frac{3}{4}$
20 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	15:31 $\frac{1}{2}$
21 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	16:17 $\frac{1}{2}$
22 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	17:04 $\frac{3}{4}$
23 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	19:03
24 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	19:53
25 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	20:54
30 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	25:14 $\frac{3}{4}$
35 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	29:20 $\frac{3}{4}$
40 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	33:22 $\frac{3}{4}$
45 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	37:39
50 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	41:49 $\frac{3}{4}$
55 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	46:10 $\frac{1}{2}$
60 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	50:24 $\frac{3}{4}$
65 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	54:32 $\frac{1}{2}$
70 miles	Fred Huyck	Springfield, Mass.	Sept. 6, '09	58:48 $\frac{3}{4}$
75 miles	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:20:00 $\frac{1}{2}$
80 miles	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:25:19 $\frac{3}{4}$
85 miles	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:30:37
90 miles	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:36:03
95 miles	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:42:03 $\frac{3}{4}$
100 miles	M. J. Graves	Los Angeles, Cal.	July 18, '09	1:27:49
200 miles	Charles Spencer	Springfield, Mass.	Oct. 1, '09	3:55:20
300 miles	Charles Gustafson	Springfield, Mass.	Oct. 1, '09	5:48:55
400 miles	Charles Gustafson	Springfield, Mass.	Oct. 1, '09	8:12:36
500 miles	Charles Spencer	Springfield, Mass.	Oct. 2, '09	10:22:36
600 miles	Charles Spencer	Springfield, Mass.	Oct. 2, '09	13:15:16
700 miles	Charles Spencer	Springfield, Mass.	Oct. 2, '09	15:25:26
800 miles	Charles Spencer	Springfield, Mass.	Oct. 2, '09	17:37:31
900 miles	Charles Spencer	Springfield, Mass.	Oct. 2, '09	19:46:00
1,000 miles	Charles Spencer	Springfield, Mass.	Oct. 2, '09	22:20:59

* Made in standing start. (Under the rules the only standing start records recognized are those at distances of 1 mile and 1 kilometer; these and all others shall be timed from a flying start.)

Time.	Holder.	Where Made.	Date.	Mi.	Yds.
1 hour	Fred Huyck	Springfield, Mass.	Sept. 6, '09	71	620
2 hours	M. J. Graves	Los Angeles, Cal.	July 18, '09	134	880
3 hours	Charles Spencer	Springfield, Mass.	Oct. 1, '09	145	587
4 hours	Charles Spencer	Springfield, Mass.	Oct. 1, '09	204	587
5 hours	Charles Gustafson	Springfield, Mass.	Oct. 1, '09	246	1,174
6 hours	Charles Gustafson	Springfield, Mass.	Oct. 1, '09	300	1,174
7 hours	Charles Gustafson	Springfield, Mass.	Oct. 1, '09	333	1,174
8 hours	Charles Gustafson	Springfield, Mass.	Oct. 2, '09	388	1,174
9 hours	Charles Gustafson	Springfield, Mass.	Oct. 2, '09	441	...
10 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	482	...
11 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	512	...
12 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	559	587
13 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	585	...
14 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	641	587
15 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	677	587
16 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	730	...
17 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	767	587
18 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	812	587
19 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	862	587
20 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	911	...
21 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	945	587
22 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	986	1,174
23 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	1,035	1,174
24 hours	Charles Spencer	Springfield, Mass.	Oct. 2, '09	1,093	1,151

PROFESSIONAL RECORDS.

Distance.	Holder.	Where Made.	Date.	Time.
1 kilo	H. Cissac	Blackpool, Eng.	July 27, '05	0:25 $\frac{3}{4}$
1 kilo*	H. Cissac	Blackpool, Eng.	July 27, '05	0:35
1 mile*	Jacob Derosier	Clifton, N. J.	July 26, '08	1:02
1 mile	Jacob Derosier	Springfield, Mass.	July 31, '09	0:43 $\frac{1}{2}$
2 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	1:32
3 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	2:20
4 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	3:07 $\frac{1}{2}$
5 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	3:55 $\frac{1}{2}$
6 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	4:45
7 miles	Jacob Derosier	Springfield, Mass.	July 31, '09	5:34
8 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	6:20 $\frac{1}{2}$
9 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	7:08 $\frac{1}{2}$
10 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	7:56 $\frac{1}{2}$
11 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	8:45
12 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	9:33 $\frac{1}{2}$
13 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	10:21 $\frac{1}{2}$
14 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	11:11 $\frac{1}{2}$
15 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	12:00
16 miles	Jacob Derosier	Springfield, Mass.	Sept. 18, '09	12:47 $\frac{1}{2}$
17 miles	Jacob Derosier	Springfield, Mass.	July 31, '09	13:42
18 miles	Jacob Derosier	Springfield, Mass.	July 31, '09	14:30 $\frac{1}{2}$
19 miles	Jacob Derosier	Springfield, Mass.	July 31, '09	15:19 $\frac{1}{2}$
20 miles	Jacob Derosier	Springfield, Mass.	July 31, '09	16:08 $\frac{1}{2}$
21 miles	Jacob Derosier	Springfield, Mass.	July 31, '09	16:57 $\frac{1}{2}$
22 miles	Jacob Derosier	Springfield, Mass.	July 31, '09	17:45 $\frac{1}{2}$
23 miles	Jacob Derosier	Springfield, Mass.	July 31, '09	18:34 $\frac{1}{2}$
24 miles	Jacob Derosier	Springfield, Mass.	July 31, '09	19:24 $\frac{1}{2}$
25 miles	Jacob Derosier	Springfield, Mass.	July 31, '09	20:13 $\frac{1}{2}$
30 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	29:41
35 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	35:23 $\frac{1}{2}$
40 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	38:55 $\frac{1}{2}$
45 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	43:29
50 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	48:21
55 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	53:14
60 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	57:51
65 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	1:04:27 $\frac{1}{2}$
70 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	1:09:07 $\frac{1}{2}$
75 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	1:13:46
80 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	1:18:34 $\frac{1}{2}$
85 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	1:23:25 $\frac{1}{2}$
90 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	1:28:18 $\frac{1}{2}$
95 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	1:33:12 $\frac{1}{2}$
100 miles	Jacob Derosier	Los Angeles, Cal.	April 18, '09	1:37:59 $\frac{1}{2}$
200 miles	H. Martin	Canning Town, Eng.	Feb. 15, '09	4:05:54 $\frac{1}{2}$
300 miles	H. A. Collier	Canning Town, Eng.	May 5, '09	6:06:28
400 miles	H. A. Collier	Canning Town, Eng.	May 5, '09	9:06:25 $\frac{1}{2}$

* Standing start.

Time.	Holder.	Where Made.	Date.	Mi. Yds.
1 hour	C. R. Collier	Brooklands, Eng.	Oct. 8, '08	68 1,380
2 hours	H. V. Colver	Brooklands, Eng.	Oct. 9, '09	118 719
3 hours	H. V. Martin	Brooklands, Eng.	Nov. 22, '09	165 936
4 hours	H. V. Martin	Canning Town, Eng.	Feb. 15, '09	194 1,320
5 hours	H. A. Collier	Canning Town, Eng.	May 5, '09	245 640
6 hours	H. A. Collier	Canning Town, Eng.	May 5, '09	294 800
7 hours	H. A. Collier	Canning Town, Eng.	May 5, '09	326 640
8 hours	H. A. Collier	Canning Town, Eng.	May 5, '09	364 1,480
9 hours	H. A. Collier	Canning Town, Eng.	May 5, '09	396 80
10 hours	H. A. Collier	Canning Town, Eng.	May 5, '09	411
11 hours	H. A. Collier	Canning Town, Eng.	May 5, '09	445 1,462
12 hours	H. A. Collier	Canning Town, Eng.	May 5, '09	471 784
13 hours	H. A. Collier	Canning Town, Eng.	May 6, '09	506 1,260
14 hours	H. A. Collier	Canning Town, Eng.	May 6, '09	508
15 hours	H. A. Collier	Canning Town, Eng.	May 6, '09	522 1,590
16 hours	H. A. Collier	Canning Town, Eng.	May 6, '09	566
17 hours	H. A. Collier	Canning Town, Eng.	May 6, '09	599 1,700
18 hours	H. A. Collier	Canning Town, Eng.	May 6, '09	611 330
19 hours	H. A. Collier	Canning Town, Eng.	May 6, '09	648 586
20 hours	H. A. Collier	Canning Town, Eng.	May 6, '09	680
21 hours	H. A. Collier	Canning Town, Eng.	May 6, '09	690 586
22 hours	H. A. Collier	Canning Town, Eng.	May 6, '09	725 1,390
23 hours	H. A. Collier	Canning Town, Eng.	May 6, '09	730 940
24 hours	H. A. Collier	Canning Town, Eng.	May 6, '09	775 1,340

STRAIGHTAWAY RECORDS—AMATEUR

Distance.	Holder.	Where Made.	Date.	Time.
1 kilo	Walter Goerke	Daytonna, Fla.	Mch. 25, '09	0:27 $\frac{1}{2}$
1 mile	Robert Stubbs	Daytonna, Fla.	Mch. 25, '09	0:43 $\frac{1}{2}$
5 miles	Walter Goerke	Daytonna, Fla.	Mch. 24, '09	3:30 $\frac{1}{2}$

Revised and corrected to January 1, 1910, by F. L. Valiant, Official Record Compiler, F. A. M. Competition Committee. Attest: J. P. Thornley, Chairman, F. A. M. Competition Committee.

Collier's Challenge to Derosier Unanswered.

C. R. Collier, the British professional racing motorcyclist, is not certain that he will visit this country despite English reports to that effect and that considerable correspondence has passed between him and Americans. "I notice that a trio of British racing motorcyclists are likely to visit the United States this season," writes C. R. Collier, "my name being mentioned as one of the three, and also that correspondence had already passed between myself and the interested parties on the other side. I might mention that this correspondence has been all one-sided, and was first started on account of a notice which appeared in which Mr. Derosier, 'the Indian Space Eater,' as he is termed, stated that he would particularly like to meet me in a motorcycle race. I immediately wrote, notifying him of my willingness to meet him, but have had no direct reply."

New York City Clubs Form Association.

The Metropolitan Association of Motorcycle Clubs has been formed with the following members: New York M. C., New Jersey M. C., Concourse M. C., Harlem M. C., Linden M. C. and Long Island M. C. These seven clubs were represented at a meeting held at the Hotel Ansonia, New York City, last week, when the following officers were elected: President, R. S. Morton, New York M. C.; secretary, L. H. Guterman, Harlem M. C.; treasurer, Dr. J. P. Thornley, New York M. C. One of the principal objects of the organization will be to prevent conflicts of dates between the several metropolitan clubs and to project an annual dinner to be held during the New York show. The first one will occur Friday night next, 14th inst., at Castle Cave, on Seventh avenue, near Twenty-sixth street, New York.

Buell Heads Chicago Motorcyclists.

At the annual meeting of the Chicago Motorcycle Club on the 5th inst., the following officers for 1910 were elected: President, R. D. Buell; vice-president, G. E. Covington; secretary, R. E. Underhill; financial secretary, E. N. Hendricksen; captain, W. L. Walsh; first lieutenant, A. Johnson; second lieutenant, W. S. Covington, sergeant-at-arms, J. C. Hosman; board of directors, F. E. Yates, C. W. Van Sickle, J. J. Alexander; racing board, C. H. Lang, J. S. Woodworth, P. B. Whitney, Guy Green, A. C. Hall.

Buffalo Strikers to be Reinstated.

A large number of Buffalo bicycle riders who were suspended last season will be reinstated January 15th. The riders were suspended because of their refusal to compete against a rider whom they charged was being permitted to compete in an event for which it was claimed he had not qualified. The disgruntled riders organized a strike, for which they were promptly laid upon the shelf by Dai H. Lewis, the National Cycling Association's Buffalo representative.

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Motorcycling in the Far Eastern Countries

Every once in so often, wise men from the East, and elsewhere, speculate on the great possibilities in China, and what would result if even a small part of its teeming millions should ride bicycles or motorcycles. But to the man who ever has tried to ride a "century" in southern China, such prophecies are about on a par with that of the millenium. By the time Chinese roads are adapted to bicycle traffic, the day of judgment probably will have dawned.

The powerful motorcycle capable of negotiating steep hills with a little more ease than the bicycle, has, perhaps, a better chance than the pedal propelled mount of obtaining a foothold among the native population; or rather, it would have a chance were it not for the "princely fortune" (in the eyes of the Chinese of the interior) that it takes to buy one. As time is of absolutely no value to the stolid Oriental, he refuses to be coaxed into paying a full year's wages for a bicycle which he has to work with his feet, and he objects still more forcibly to paying what is equal to ten years' wages of a laborer for a motorcycle, while the well-to-do Chinaman of the interior would consider it an everlasting disgrace to be seen rushing about the country on a spluttering, spitting "fire devil," and he is much too lazy and comfort loving to seat himself on a bicycle and work his legs.

Of themselves, these two facts would be sufficient to knock the optimism out of the heads of eager exporters or cycling enthusiasts. But there is one obstacle that is even greater, namely, the matter of roads.

The Chinese road system can be divided into three classes, viz.: the highroad, or military road of olden times, often five or six centuries without repair, forming a kind of smoothened flat band among the surrounding swamps, fields, hills and valleys. This class of roads makes at least some pretense of having been graded in the far distant past and is fairly passable to horse or donkey drawn vehicles, and here the motorcycle has a bare chance of making good, although the sand and mud are "only" four or five inches deep in the bad places.

In the second class is the "county" road. This usually is about 10 feet wide, going up hill and down dale without any attempt at grading at all. It is used by donkey riders, sedan-chair carriers and here and there by the ubiquitous, noisy wheelbarrow (for passenger and freight traffic). The bicycle rider who is capable of going 15 miles on such a road without getting off and resting, it fit to win any six days race ever run. Deep ruts, pools of muddy water and a pestilential air filled with millions of small, but exceedingly persistent flies and

mosquitoes, seem to form part of the "permanent equipment" of these roads, for I have found them in Kwantung province along the north bank of the Si-kiang, in Shangtung between Tsinanfu and Tsintau, and in Manchuria all along the Liaoho River. In the very driest time of the year (which varies according to latitude) the heat is intense and the dust unbearable. I once tried to ride on a motorcycle 25 miles on one of the roads and my engine was practically "killed" through its efforts to negotiate 50 per cent. inclines a quarter of a mile long, followed immediately by a decline of anywhere from 40 to 60 degrees. Extended trips under such conditions are manifestly out of the question. And finally, there is the "foot path." This is a path about 3 feet wide going over and through anything that may lie in its way. Bamboo thickets, saw-grass jungles, sand wastes and rice fields, swinging "bridges" and dried up river beds—all these conditions are met with on these paths. The saw grass is particularly attractive! In the month of May I made a two-hour trip on a bicycle along one of these pretty paths in the "Hinterland" of Kowloon in Kwang-tung Province. When I finally got home my face was cut criss-cross in a dozen places by the razor-sharp grass blades which were anywhere from 3 to 15 feet high. The path is so narrow and the grass blades project so far across the "right of way" that it is next to impossible to escape a cutting up. I, therefore, have my doubts as to the popularity of the foot-path for the uses of the motor cyclist.

The only places in China where the motorcycle apparently has any future at all is in the large treaty ports and their immediate neighborhood, and perhaps in the Province of Shantung, where greater prosperity and more modern ideas are making swifter progress than in the rest of the Empire. But even in these ports many years probably will elapse before the motorcycle will have acquired a real hold upon the natives.

Conditions are much more favorable in British India and the East Indies. The roads built by the English are excellent, the chances of obtaining parts of engines or gasoline slightly better than in other parts of the East (excepting Japan), and the natives are more advanced in their knowledge of modern Western customs and inventions.

The greatest obstacle in nearly all these Eastern countries is the poverty of the great bulk of the population. Where hunger and thirst become almost annually a truly national danger, it is unreasonable to expect any great number of natives to invest in such a luxury as the motorcycle. But among the officials, both native and half-caste, the motorcycle as well as the auto-

mobile runabout is making steady headway. The circuit judge of India proper is nothing loath to make his round in a motorcycle, sending the staff and servants ahead of him, knowing well that he can travel at five times their speed if he desires. He thus gains a little more leisure time to spend at his home. He can choose the cooler hours and travel at top speed or he can use the old-style chair, carriage or saddle horse. The railway no more attracts him, for there he will find the heat more unbearable, the stench greater and the dust no whit less than on his motorcycle. The police sergeant in charge of a big district can appear unexpectedly in places where his presence is wanted. He need not fear that the recipient of his visit will be informed of his coming by a swift runner, for he can outdistance any runner on the road and can stop the sending of telegrams if conditions are serious enough to require it. The motorcycle thus becomes a tremendous weapon in the hands of the British Government to quell disturbances while they are still in their infancy. It is probably in the government service that the motorcycle will prove of most benefit. As a pleasure vehicle it is not adapted to the languid, easy-going customs of the country. The "sahib" will not take the trouble to tinker with or clean a motor, while the native servant cannot be trusted with such work. In commerce the prospects of the motorcycle are very small in India. There is no necessity for immediate deliveries, rapid transportation of small parcels, etc., which would pay for the running of motorcycles between widely separated towns, not connected by a railway. Perhaps the time may come when the revolutionary party will adopt the motorcycle for the rapid distribution of seditious pamphlets and thereby fight the British Government with its own weapons. In large cities like Bombay and Calcutta the motorcycle is no novelty in the streets, while there are quite a large number of riders in the southwestern half of Ceylon.

Conditions in the Netherland Indies and Straits Settlements are similar, the only exception being the number of sons of well-to-do Chinese merchants in all the important cities, who have taken up the bicycle or motorcycle as a "sport." But even here the cycle is far from being utilitarian.

What peculiar incidents are liable to happen to the cyclist in the Indies is well illustrated by an accident that cost me a new front wheel, about \$30 in doctor's bills and two weeks' enforced confinement in bed. I was speeding over the smooth, wide road on the island of Singapore, about eight miles north of the town, when I noticed a long thick stick lying squarely across the



Photographs by W. C. Chadeayne and A. M. Webster.

MEMORIES OF A MIDSUMMER SPENT ABROAD ON MOTORCYCLES

road. There was no time to stop or swerve, so I steered straight for the centre. An instant later I let go, hands and feet went up into the air, and my wheel crashed straight into a big mangosteen tree on the right side of the road. The "stick" was nothing less than an eight-foot King Cobra, and it was only by mere reflex action that I pulled my legs away, for there was no time for thinking. As it was, the lightning-like strokes of the enraged snake fell on the tire and driving belt, even before the rear wheel had passed clear of it. Subsequently I took great pains to steer out of the way of any suspicious "stick."

Korea, the now full-awake "Land of the Morning Calm," seems to offer opportunities to the motorcyclist. The country, particularly in the central and northern part, is of the "rolling" kind; small hills covered with forests and beautiful valleys form a scenery very similar to that of Thuringia in Germany. Though the roads are not to be compared with those of Western countries, they are decidedly better than those of Southern China. I made the trip from Seoul northward to Tang-ko-yeh, a distance of about 110 miles, in about eight hours' of actual riding. This included a pushing of the wheel over the exceedingly steep pass just south of Tang-ko-yeh. Further north the road became impassable on account of the mountainous, rocky country. The reason why the direct road south to Seoul from this great mountain pass, is in such good shape, can be found in the fact that the gold mines are located in the valley beyond Tang-ko-yeh and a great traffic was formerly carried along this route. Since the Russo-Japanese war, the Japanese have built several railways from coast to coast.

Southeastern Siberia and Manchuria will undoubtedly become enlivened by the chug-chug of the motorcycle in the very near future. Railway officials already are making use of the triangular attachment with flange wheel which permits traveling on the rails. At first only bicycles were used, but recently a number of motorcycles were installed, capable of being fitted with the same attachment. These motorcycles are very ruggedly built and are frequently used for cross-country despatch carrying. The level country provides paths that can be easily followed on a bicycle. The great distances between settlements and scarcity of vehicles will probably cause a greater use of motorcycles, for Siberian settlers are not so poor as is generally believed.

The reception nowadays accorded to the motorcyclist in the different countries of the Far East is not at all what it used to be. The natives are no longer violently hostile. The Chinaman of the interior will stand and stare at the rider, but make no demonstration of either resentment or pleasure. He looks as if he would say: "There is another of those crazy 'Fang-kwai-tsés' (foreign devils) with some new-fangled thing to sit on and rush around bothering sensible people who use their feet or get into a com-

fortable little wagon. I wonder when those men ever will get a little sense into their heads." Children, even in China, are much the same as in other countries: curious to the point of becoming a nuisance. But they at least refrain from shouting "complimentary remarks." They are, however, a danger to all who attempt to speed in the rare cases where a level bit of road permits; for they have no conception of the rapid progress of a motorcycle can make when it is called upon to do so, and collisions are apt to be a little too frequent to suit the rider.

A really "musical" horn helps much—for it jars the Chinese ears! The screech of the Klaxon or other discordant signals would not be considered a "warning;" it is too "harmonious" to the Celestials. In any case, musical or unmusical, the horn will



only cause the silent Mongolian to swerve from his straight path—usually right into the path of the on-coming machine—for he never takes the trouble of looking backward. The best way to get along on a Chinese road is to keep quiet and dodge. If then you run into anyone it is your own fault.

The farther one penetrates into the interior of China and India the more curiosity naturally is aroused by the motorcycle. If you are compelled to stop anywhere for small repairs, you soon will have an immense crowd around you chattering like a bunch of magpies. The scarcely restrained fear of the terrible engine, the dread of some hidden witchcraft, is plainly written on all faces, and I doubt whether a single man in such a crowd could be hired for any price to lend a helping hand in case assistance was required.

In Japan it is different. Once I rode from Kumamoto to the great temple in the neighborhood, and passing through a small village where no motorcycle had ever been seen, my chain broke. In a moment there was a crowd around me, and one of the men

promptly volunteered to repair the damage. He was a coppersmith, and though he had never beheld a similar chain, he repaired the break in a few minutes. Of course, I had a number of spare links with me, but he could not have known it when he came forward. He guessed it, however, and inserted the new link in that chain quicker than I could have done it. When I offered to pay him he refused a coin, but asked me to take him a short distance on the rear of my machine. Before we had gone a hundred yards he wanted to try to operate the machine, claiming it was very easy to understand. I, however, drew the line at that point and he felt very hurt at my doubt of his ability.

In Korea the effect of a sudden appearance of a motorcycle in a village is the instantaneous disappearance of all the younger female population. A few lazy old men, clad in white and smoking their long pipes with little brass bowls, and not a few old hags remain, however, and gaze with stolid indifference on the rushing machine.

T. M. R.

Facilitating Affairs in Los Angeles.

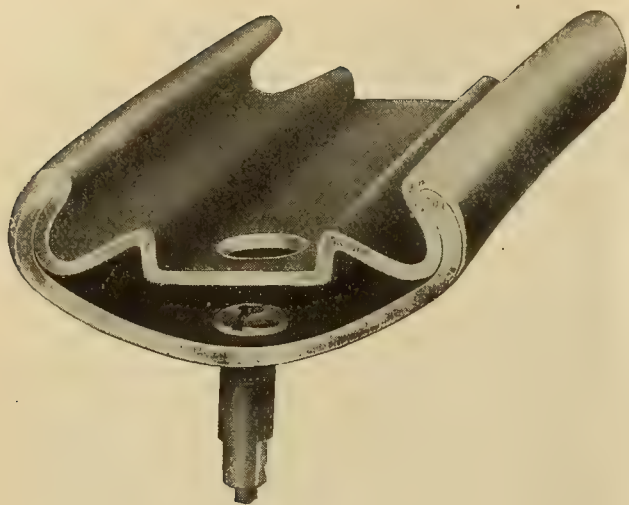
The Federation of American Motorcyclists' Competition Committee now has an advisory board in Los Angeles, which has been appointed to facilitate the work of the chairman of the Competition Committee, as regards racing matters in California, and in Los Angeles particularly.

The committee, which was appointed by the chairman of the Competition Committee, consists of C. R. Kittle, Charles Fuller Gates, John S. Prince and George F. Hood. The last-named is the president of the Los Angeles Motorcycle Club, Kittle and Gates are official referees in Los Angeles, and Prince has an interest in the Coliseum saucer track. The advisory board held its first meeting last week and elected Hood chairman and Gates secretary.

The duties of the advisory board will be to issue or refuse sanctions for all proposed race meets in that part of the country, and to act generally for the national chairman, thereby saving valuable time for the promoters. In case of tie votes the national chairman will decide.

At the first meeting a request for sanction was received by Manager Leigh, of the Chutes, who has taken over Fiesta Park, with its 6 laps bicycle track. Leigh asked to have the bicycle track sanctioned for motorcycle racing, but the board refused to grant the request, upon the grounds that the track is unsafe for motorcycles.

The request for a sanction for motorcycle racing at the Coliseum was acted upon favorably, it being left to Referee Kittle to decide whether the track was safe for motorcycle racing. Sometime ago the management attempted to wash the oil that had soaked into the boards from the racing machines, with a solution of lye. Anyone who knows anything about chemistry can imagine what happened. Soap was the chemical result of mixing lye and oil and the track thereby was made dangerous.



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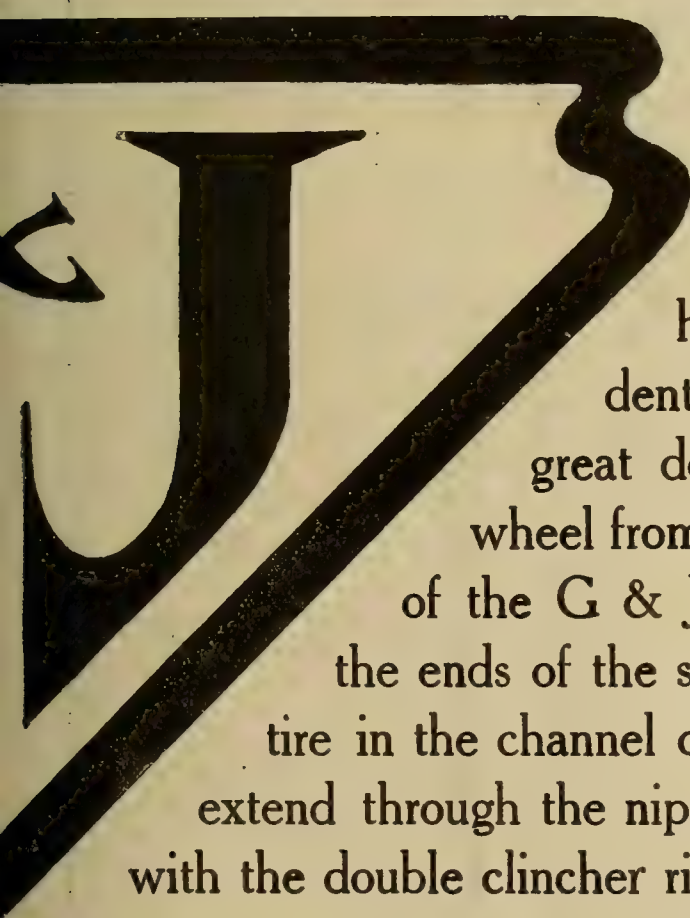
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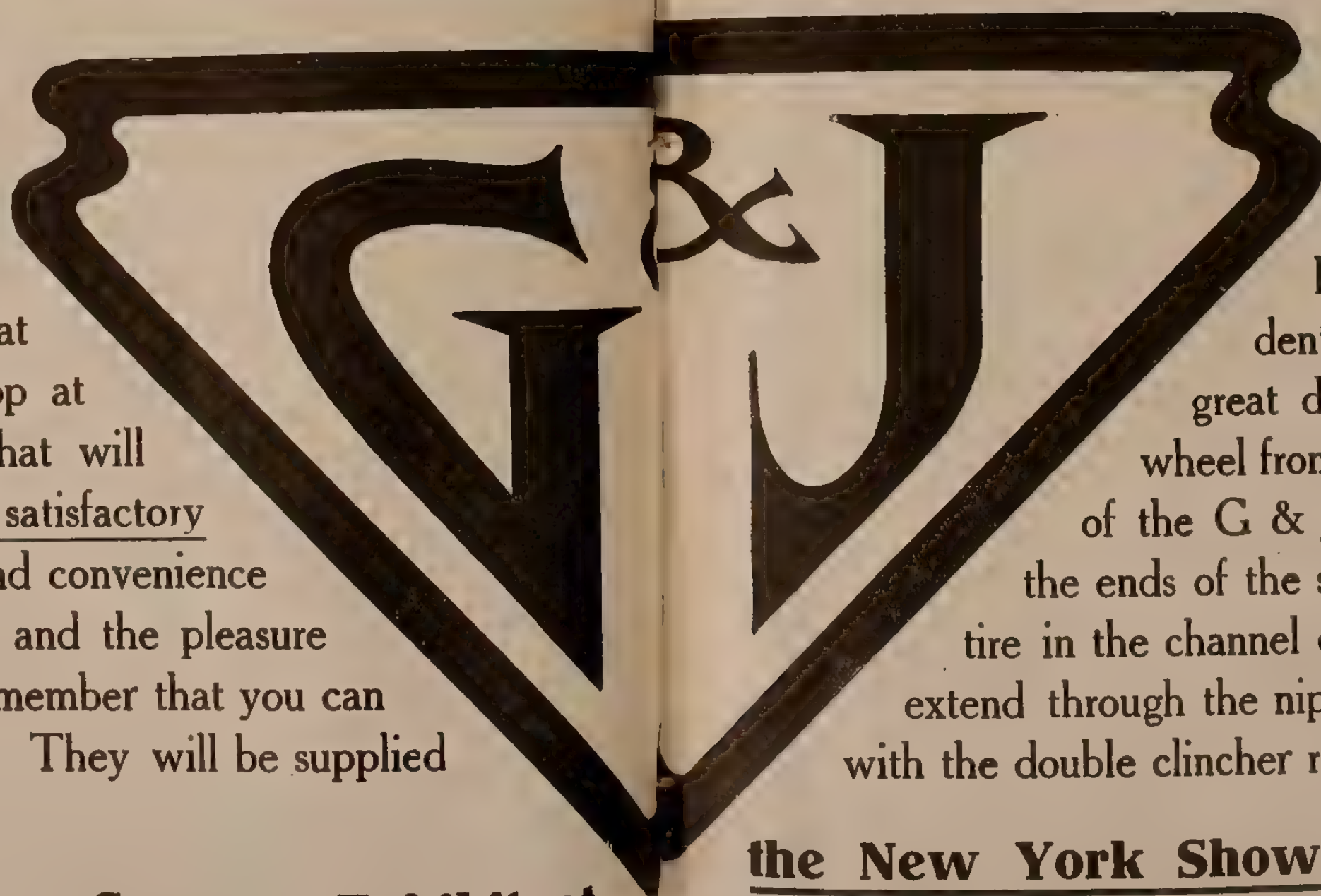
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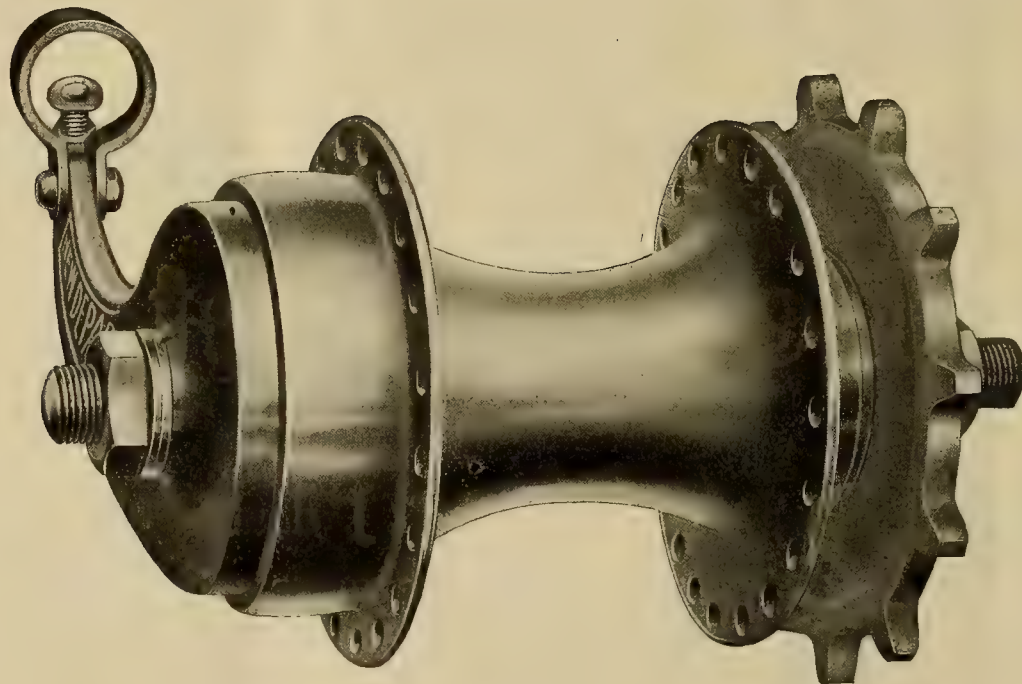
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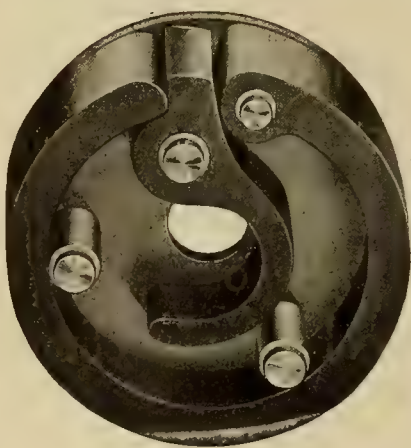
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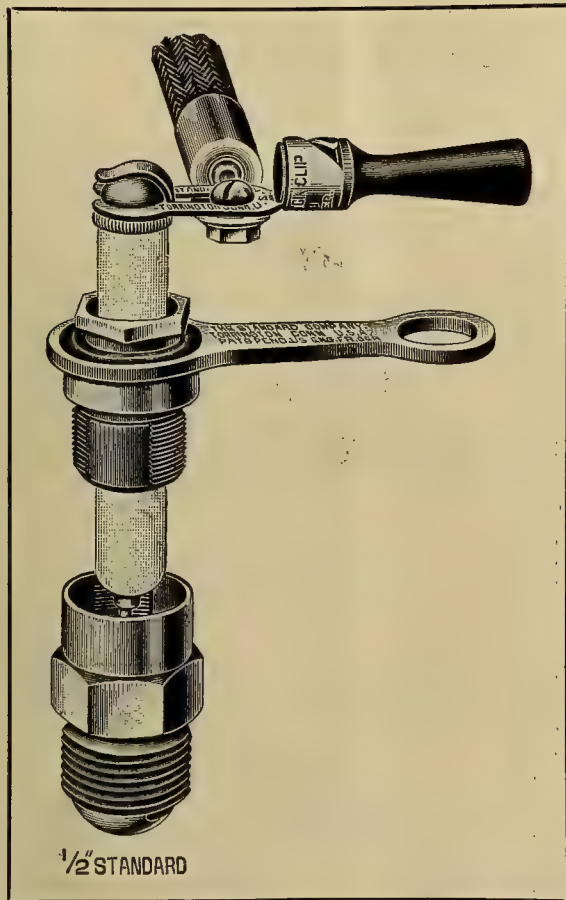
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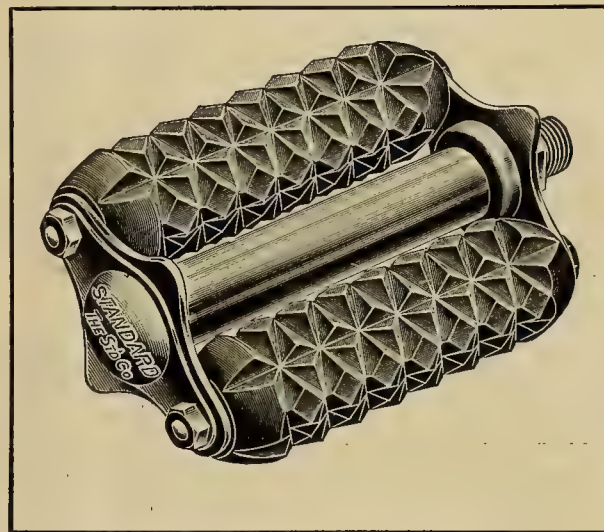
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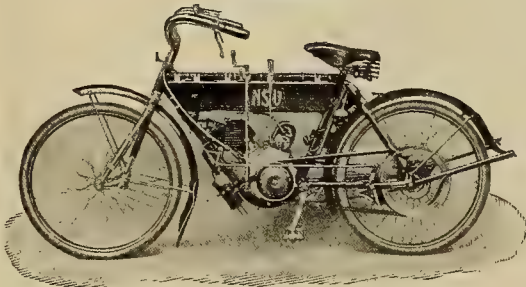
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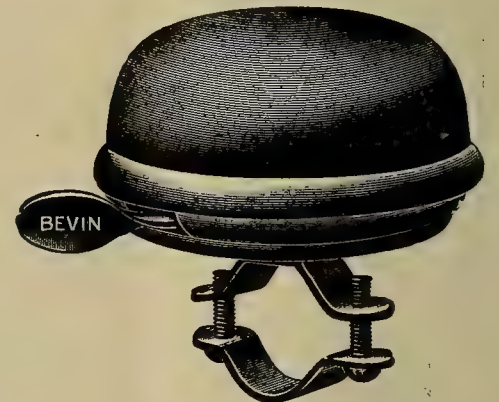
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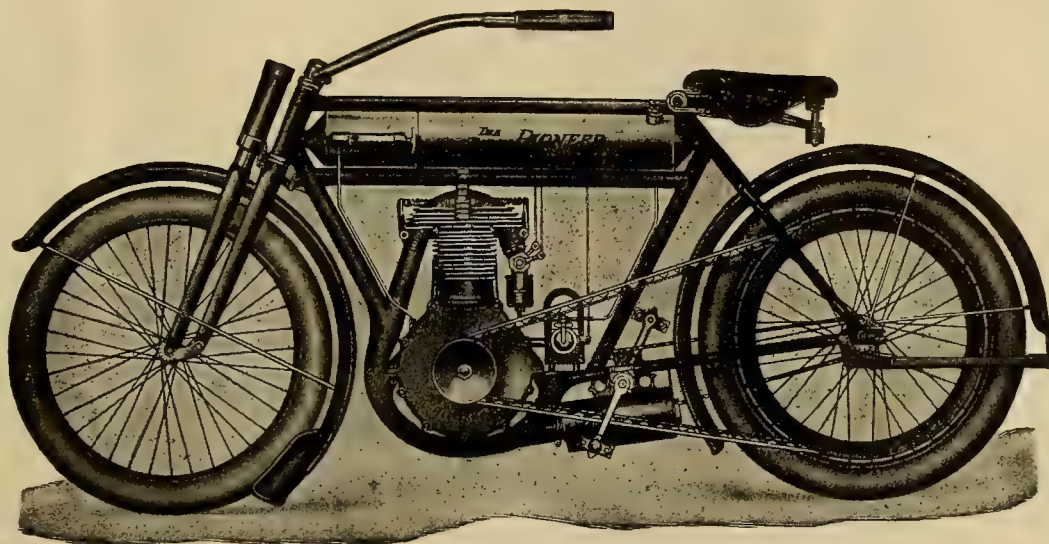
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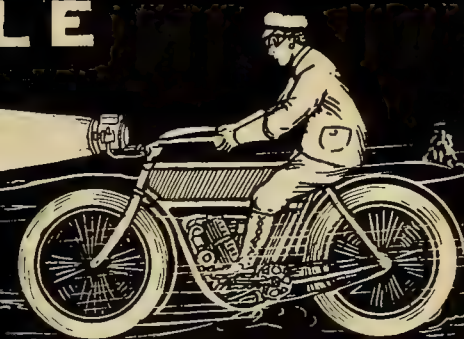
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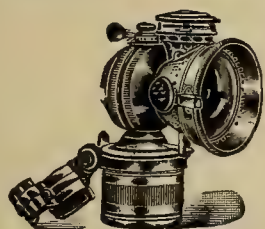
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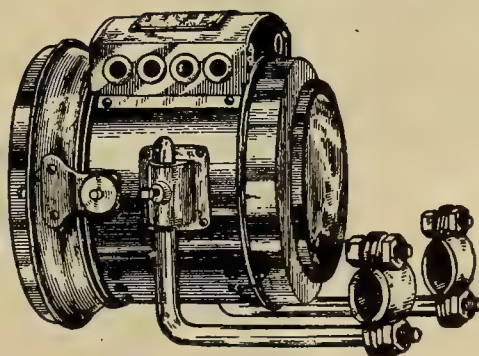
BICYCLE
GAS LAMP No. 2.

SEND FOR CATALOGUE.

See us at Space 616,
Garden Show.

20th Century Mfg Co

19 Warren St., New York.



LAMP No. 102.

Equipped with Brackets No. 14 $\frac{3}{4}$. Fits
every Motorcycle.

LAMP No. 101.

Like above, except back fits flat bracket.



GENERATOR No. 10.
Carbide Basket holds 10 oz.

FISK

**EXTRA
HEAVY
EXPORT
TIRES**

**EXTRA
HEAVY
EXPORT
TIRES**

FISK 66 Extra Heavy Export Tire

A high-grade road tire with close-woven fabric. FISK Quality inner tube, friction and tread stock, combining unusual durability and strength with a high degree of resiliency. Extra heavy corrugated tread. For rough road use.

The Fisk Rubber Co.

Chicopee Falls, Mass.

Branches in 17 Cities.

MESINGER MOTORCYCLE SADDLES

Fitted With Shock Absorbers Preventing Side-sway

CAVALRY STYLE.

Curled hair padding. Made on the style of a horseback saddle.



Investigate carefully before you select the saddle, which gives you the most comfort. Be sure to have the right one to absorb the disagreeable jolts.

Mesinger Motorcycle Saddles with Fibre Friction Shock Absorbers were well tested during 1909. They give a comfortable pleasing motion.

STANDARD STYLE.

All Mesinger Suspension Saddle Tops are made of three pieces of leather to prevent stretching or sagging, which has been a difficult problem to saddle makers.

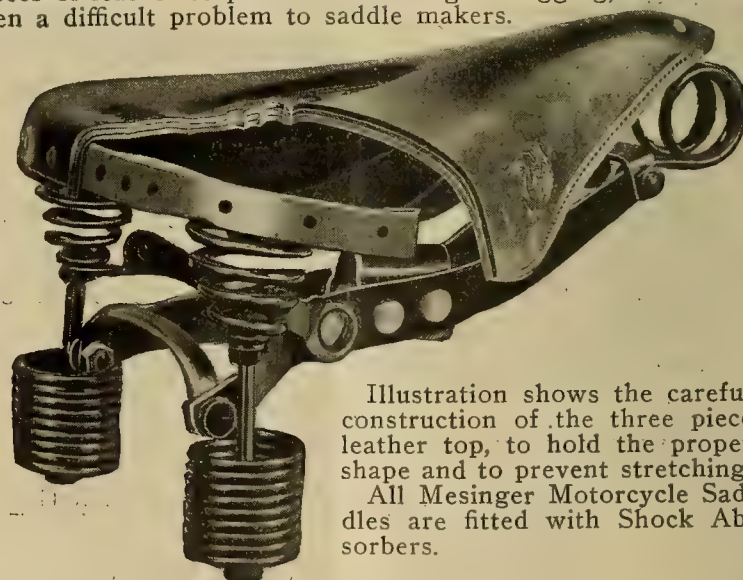


Illustration shows the careful construction of the three piece leather top, to hold the proper shape and to prevent stretching.

All Mesinger Motorcycle Saddles are fitted with Shock Absorbers.

OUR GUARANTEE: We agree to replace all broken parts on all Mesinger saddles purchased during the season, after defective part is delivered to our factory, without charge. Express and transportation have to be paid by purchaser.

H. & F. MESINGER MFG. CO. 1801-1807 First Ave. New York

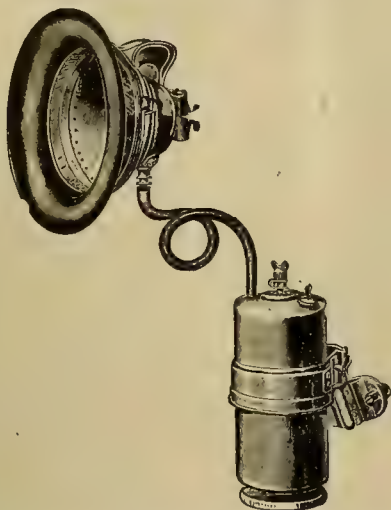
Mr. Dealer! Here Are The Goods Your Trade Requires

Seasonable, up-to-date accessories that are easy sellers, that stay sold and make friends. They will assist you in making a success of your Motorcycle business.

Don't expend time and energy in the promotion of "unsalables." Sell the line that has a steady demand—whose quality is unquestioned and that is well advertised.

We are sure that we would have your account if you knew from personal experience how much better our goods are and how much better we are able to serve you than any other establishment in America. May we have the pleasure of proving it?

MOTORCYCLE LAMP SETS



Handsome flared front lamp, very light and compact. Finished in nickel and with nickel fittings. Interior of lamp highly polished, projecting a brilliant light. Generators are very simple in operation.

Set 55A and 55B. Lamp 5" diameter, 4½" depth, and generator height 5½", diameter 2½"

Price, complete \$6.50

Set 54A and 54B. Lamp 6¼" diameter, 5" depth, and generator height 6½", in diameter 2¾"

Price, complete 8.00

TRIPLE TWIST FROG HORN



Used mostly on motorcycles, runabouts and on rear of tonneaus. Triple-twist construction produces a deep penetrating tone. Supplied in nickel or brass.

No. 10, Bell 3¼ ins., Price..... \$2.25

No. 11, Bell 4 ins., Price..... 3.00

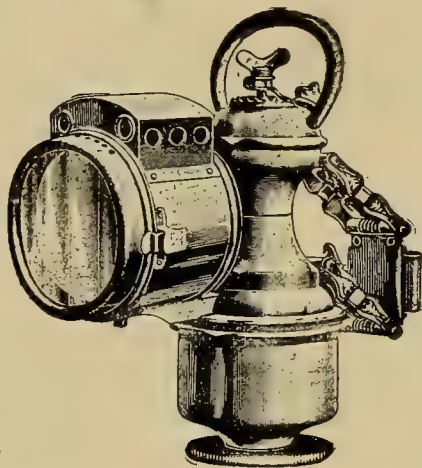
FRENCH MICA SPARK PLUG



Constructed from amber mica, with composition platinum points, ensuring positive spark.

No. 160, ½ inch and Metric. Price... 75c

COMBINATION LAMP AND GENERATOR



A combination of lamp and generator that is better than any ever devised for motorcycles. Lamp has a mangin mirror lens that projects a powerful light. Generator is very simple in operation. Complete outfit weighs only 23 ounces. Bracket on any motorcycle will fit it. Supplied in nickel only.

No. 88. Price \$5.00

IMPORTED CYCLISTS GOGGLE



A splendid leather goggle that is popular with motorcyclists. It is well ventilated and has large glasses that are set in metal rings. Head band is adjustable. Goggle folds flat.

No. 1779. Price 50c

THREE TUBE MOTORCYCLE HORN

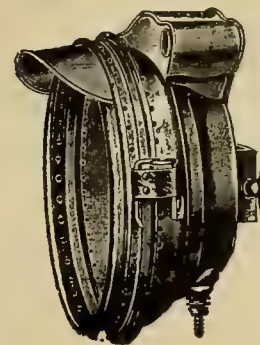


A new musical signal horn that is now in demand. Its sound is a harmonious blending of different notes that do not jar on the nerves and yet are far reaching.

No. 10—Three tube, nickel plated, with bulb and clamp attachment. Length 12 inches.

Price \$3.50

MOTORCYCLE LAMP

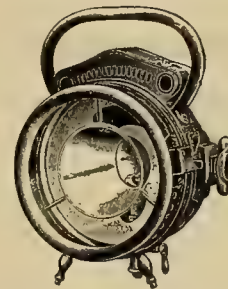


Beautiful designed oval headlight. Very finely nickel plated. Nickel plated hood protects face of lamp from storm. Gives a steady brilliant light in any weather.

No. 53-A, diameter 5¼x6½ inches, depth 4 inches, weight 26 oz.

Price \$4.00

MOTORCYCLE HEADLIGHT



A miniature headlight that can be used for motorcycles, or small touring cars. The light projected is very powerful, as the lamp is equipped with a mangin mirror lens, besides having a nickeled interior.

No. 523. 8 inches high, 4 inches in diameter, and 4½ inches in width.

Price, each \$6.50

MOTORCYCLE PLUG



Standard mica insulated motorcycle plug. Specially made to fit Indian motorcycle.

Price, each \$1.25

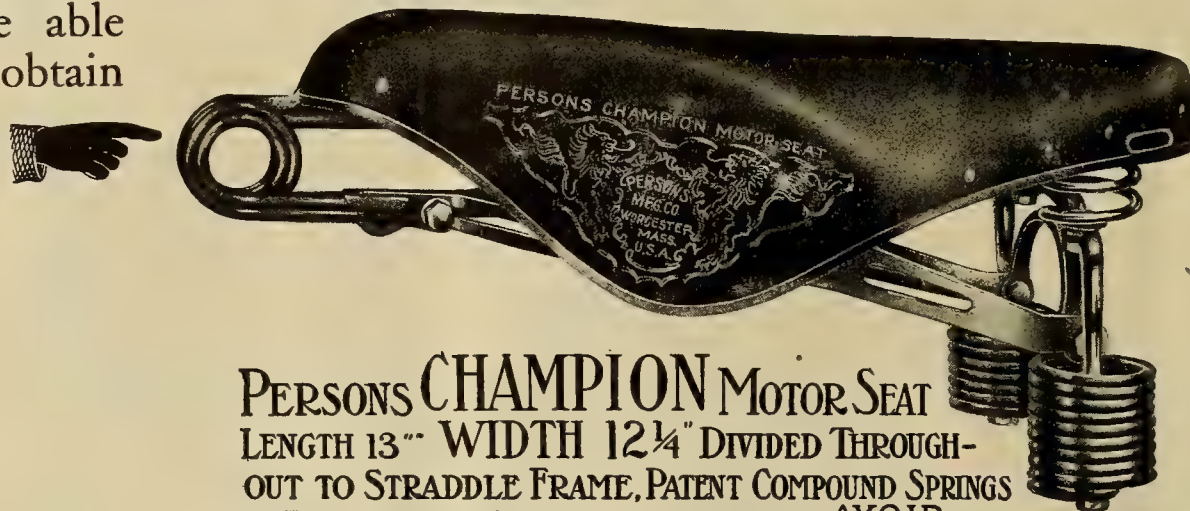
SEND FOR OUR NEW CATALOG AND TRADE LIST

THE MOTOR CAR EQUIPMENT COMPANY, 55 Warren Street, New York, N. Y.

Wholesalers, Importers and Manufacturers

Wherever There is a Motorcycle Manufacturer

more interested in adding or maintaining quality and in giving purchasers the fullest possible values than in saving a few dimes at the purchaser's expense, there you will be able to obtain



merely by specifying it.

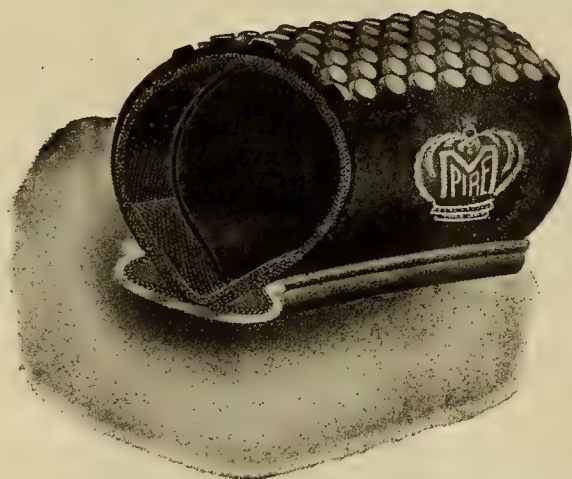
PERSONS CHAMPION MOTOR SEAT
 LENGTH 13" WIDTH 12 1/4" DIVIDED THROUGH-
 OUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
 NO FRICTION, SIDE SWAY OR SQUEAKING. **AVOID IMITATIONS**

They all know that the Persons seat has no equal—that it easily is the highest grade and most comfortable and most durable saddle made and when they refuse to supply it, the reason is not far to seek and the moral plain.

PERSONS MANUFACTURING COMPANY, Worcester, Mass.



A Quality Product



EMPIRE TIRES

"Wear Longest"

The selection of Empire Tires is a tribute to the experience and judgment of the motorcyclist who knows what tire satisfaction is and how to get it in fullest measure.

Empire Tire Co.

TRENTON, N. J.

Branches and Agencies Everywhere.

The Best Material Made

is none too good for manufacturers of

HIGH GRADE BICYCLES AND MOTORCYCLES

Fully realizing this we recommend

STANDARD SEAMLESS STEEL TUBING

as the highest grade product made for frames and bent parts. We also furnish bent parts in standard and special designs

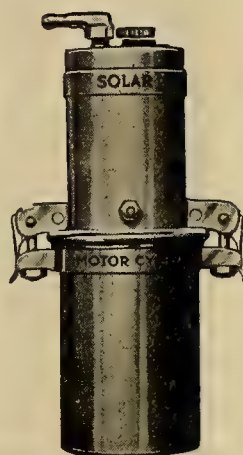
OUR RIMS AND MUD-GUARDS

follow in the same class. Write for further particulars.

**THE STANDARD WELDING CO.
CLEVELAND**

Ride All Night If You Need To!

But see to it that your machine is fitted with the new SOLAR motorcycle lamp and generator. That is the one outfit that will make your night riding safe. Ask any rider who has one what he knows about the Solar. It's dollars to cents he can't be induced to use anything else. Do you feel the same way about your present equipment?



THE BADGER BRASS MANUFACTURING CO.

Two Factories:

**Kenosha, Wisconsin
437 Eleventh Ave., New York.**

What's the Use of Taking Chances?

Cylinder castings absolutely determine the worth—or the worthlessness—of your motor.

Everybody knows we make nothing but the finest kind of castings.

If anything less than the best is good enough, count us out.

If quality is the determining factor we're Johnny-on-the-spot for business. **THE MANUFACTURERS
FOUNDRY COMPANY**
Box 649. WATERBURY, CONN.

SHALER Electric Vulcanizer



Our New Motorcycle Tire Vulcanizer is modeled after our Type C Auto Tire Vulcanizer. There are nearly 5,000 garages coining money with the Auto Tire Type.

Get wise, Mr. Motorcycle Man. Seize this opportunity to add to your profits.

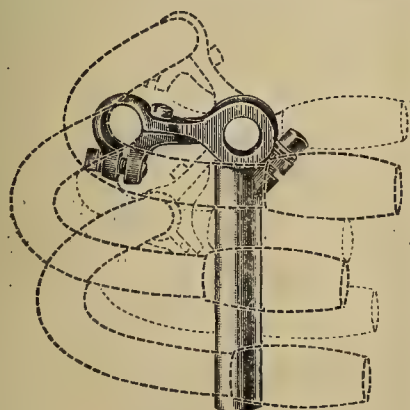
**The Only Motorcycle Tire Vulcanizer Made.
C. A. SHALER CO. Box F, WAUPUN, WIS., U.S.A.**

ECHO

ADJUSTABLE ALL-WAYS HANDLE BAR EXTENSION

Write for Prices

**Forsyth Mfg. Co.
BUFFALO, N. Y.**



Our 1910 Motorcycle Supply Catalog

is for every dealer or rider who will send for it. It will be ready February 1st, and will show the most complete list of accessories and supplies ever prepared. "Try Widmayer" has become proverbial, where motorcycle parts and accessories are concerned, and the catalog shows why.

USED MOTORCYCLES FROM \$25 UP!

All makes and types, from one to four cylinders. Thoroughly overhauled and in good running order. Some splendid bargains.

OVERHAULING AND REPAIR WORK.

Our facilities for restoring machines to a condition where they run like new are unsurpassed.

F. B. WIDMAYER CO., 2312 Broadway, New York
Indian and Excelsior motorcycles, chain and belt drive.

FINE PRESENTS FOR Neverleak Certificates

The following is a partial list of the elegant and useful premiums which you can obtain in return for Neverleak Certificates. One Certificate is enclosed with each dozen four ounce tubes. Write for the complete list of premiums.

For Fifteen Certificates we will send you a genuine \$6.00 self-filling Conklin Fountain Pen; a large, massive, solid 14K gold pen, which retails at \$6.00.

For Twenty Certificates we will send you a 42 piece decorated china Dinner Set. The china is of fine quality and pure white. The decorations consist of graceful sprays of blue forget-me-nots and exquisite tracery from pure coin gold. The decorations are all hand work.

For Thirty-three Certificates we will send you one fine solid Cowhide Leather Suit Case, 24 inches long, has steel frame, cloth lining, No. 17 Vienna handle, solid leather corners. A fine, substantial, high-grade Suit Case.

For Forty-eight Certificates we will send you a 20 year gold-filled watch, with open face, No. 16 size, latest thin model, pendant setting and screw back. The movement is fully guaranteed New York Standard, 7 jewel, and is one that will give the very best of satisfaction.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.

Prest-O-Lite Gas Tank



As Necessary on Motorcycles as on Automobiles

A poor light is both a nuisance and a standing invitation to danger, accident and expense.

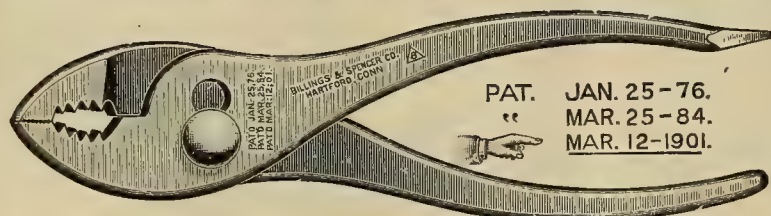
Prest-O-Lite gives steady, strong, and reliable illumination. The only really economical system.

Prest-O-Lite Tank (Motorcycle Size), 12 inches long; 4 inches diameter. Weight, 7 lbs. Holds 10 ft. of gas—40 to 60 hours of light. This size is also used on automobiles, as a reserve supply.

Price \$10 Full tank in exchange for empty **60c.**

The Prest-O-Lite Co., 245 East South St. Indianapolis, Ind.

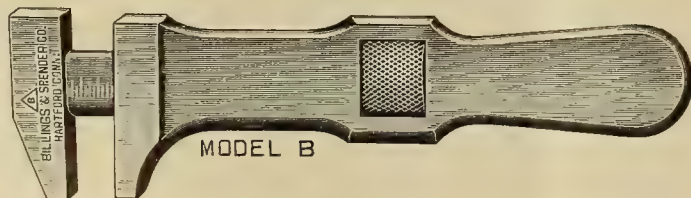
Branches at New York, Boston, Philadelphia, Cleveland, Chicago, Detroit, Providence (R. I.), Minneapolis, Omaha, Dallas, Los Angeles, San Francisco and Toronto. 4000 Exchange Agts.



The original B. & S. Combination Pliers.



The B. & S. Patent Combination Knife and Screw Driver and the B. & S. Model B, 5-in. Wrench.



3 essential tools for your motorcycle kit. Catalog.

THE BILLINGS & SPENCER CO.

8 Long Lane, Aldersgate St.
LONDON

HARTFORD, CONN.

Motorcycle Cases At Half Price

We have just received the largest single shipment of motorcycle cases ever made to a jobbing house, and the prices to prompt purchasers is half—yes, less than half—the regular factory quotations.

4000 M. & W. Casings 675 G & J Casings

They are the factory 1909 "clean up" to start the year with 1910 goods, and every one has the name on in full, but are stamped "second" in small letters near the bead. While unguaranteed, the quality is there, and you are free to examine them thoroughly upon receipt and return them at our expense if they do not come up to your expectations. Complete list mailed upon request.

1910 Bicycle Catalog is Ready

We are, by far, the largest jobbers of Bicycles, Bicycle and Motorcycle Tires and Sundries in the East, and our catalog is an encyclopedia of the trade. We want you to send for a copy. We want your 1910 stock order, and promise you standard goods, fair prices and favorable terms.

NEW YORK SPORTING GOODS CO.

15-17 Warren St.

NEW YORK

Goodyear Dealers Make Good With Their Patrons!

There are now 600 Goodyear dealers—one to a town—in all parts of the country—and everyone of them is making good with his customers and with himself.

The best advertisement in the world for any business is a pleased customer. That is one of the advantages in selling your customers Goodyear tires—this tire always makes good.

Goodyear tires are the fastest selling tires in the world.

Everywhere they have taken bicycle riders by storm. Their sterling quality appeals to every thinking man.

The Goodyear Pathfinder Non-Skid, Extra Heavy Bicycle Tire

is especially adapted for the hardest kinds of service. It is built to withstand the severe strain that a tire must meet in Messenger service or Police, Post Office and Collector's duty.

THE PATHFINDER

Non-Skid, Extra Heavy,
Single Tube
BICYCLE TIRE



"The Tire That Can't Slip"

The non-skid feature we point to with especial pride. There is nothing that can be torn loose because this feature is built in—it is a part of the tire itself.

This reinforcement increases the life of the tire greatly.

The tread grips the road and prevents slipping, even on an icy street. There is no other tire that can equal its performance on a wet or slippery pavement.

This tire is constructed with infinite care throughout, from the choice of the world's best material.

Only the best Para rubber—fresh from the trees—is used in the manufacture of these tires.

We could buy rubber reclaimed from the junk pile for but ten cents a pound.

But none but the best is good enough for Goodyear tires.

Please notice also the reinforced tread on this great tire. Notice that there are two extra layers of a specially woven Egyptian fabric.

A strip one inch wide has a tensile strength of 150 pounds, while that of the ordinary muslin used by most manufacturers is but 40 to 60 pounds.

Another feature of this great tire is its marvelous resiliency—the tire yields and springs in your hands. Yet there never was a tougher cover.

Why don't you join our great Goodyear family of 600 dealers. Be one of them. Here is your invitation.

If we have no representative in your town just drop us a line asking us to tell you just what there is in it for you. Better write today.

THE GOODYEAR TIRE & RUBBER CO. Moal Street, Akron, Ohio

Branches Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 317 East Fifth St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-951 South Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-539 Golden Gate

Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-2022 Farnam St.; Milwaukee, 188-192 Eighth St.; Memphis, 181 Madison St.; Louisville, 1049-1051 Third St.; Dallas, 111 North Akard St.; Kansas City, 16th and McGee Sts.; Denver, 28 West Colfax Ave.; New Orleans, 706-716 Baronne St.; Atlanta, 90 North Pryor St.; St. Joseph, 316-324 North Second St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. South; St. Louis, 3935-3937 Olive St. (13)

The Motorcycle Records for

One Kilometer
One Mile
One Hundred Miles
One Thousand Miles
Twenty-four Hours

and for all distances that go between
were made on machines that were
fitted with

Duckworth Roller Chains



which also hold

The Greatest of All Records

the record for giving satisfaction in
every day use, everywhere, every time.

DUCKWORTH CHAIN TRANSMISSION

is the standard equipment for the
motorcycles that give all the power
all the time in all sorts of weather. It
does not skip or slip in mud or rain,
uphill or down. It is dependable
under all conditions.

Use Duckworth Chains and Be Happy.

Duckworth Chain & Mfg. Co.
Springfield, Mass

BOSCH EQUIPPED Motorcycles

Supreme During 1909

The Bosch Motorcycle Magneto made in
several models has proven itself so efficient,
reliable and powerful that it has become the
standard equipment of high grade motorcycles.
Bosch Magnetos are the ignition equipment of
the Indian, Thor, M. M., N. S. U., Reading Standard,
Royal, Merkel-Light, Yale, Herring-Curtiss and
others; and the majority of important records of
1909 were made on Bosch equipped machines.
Among many noteworthy victories in this field
are the following:

**1089 Miles and 199 Yards in
24 Hours**

This wonderful twenty-four hour world's
motorcycle record was made by Spencer at
Springfield, Mass., October 1st and 2d—he rode
a 5 H. P. Indian, Bosch equipped.

The previous amateur record against time
was established by Collier at the famous Brook-
lands track in England, and his record was but
775 miles, 1043 yards. He also rides a Bosch
equipped wheel.

71 Miles and 620 Yards in 1 Hour

Fred. Huyck, on Labor Day, at Springfield,
riding an Indian equipped with a Bosch Magneto
added two miles to the hour record, and established
new records for every mile from ten to seventy-one.

**20,000 motorcycles will be
Bosch Equipped during 1910**

See our exhibits at the International and National Shows

Bosch Magneto Co.

223-225 West 46th St., New York

CHICAGO BRANCH
1253 Michigan Avenue

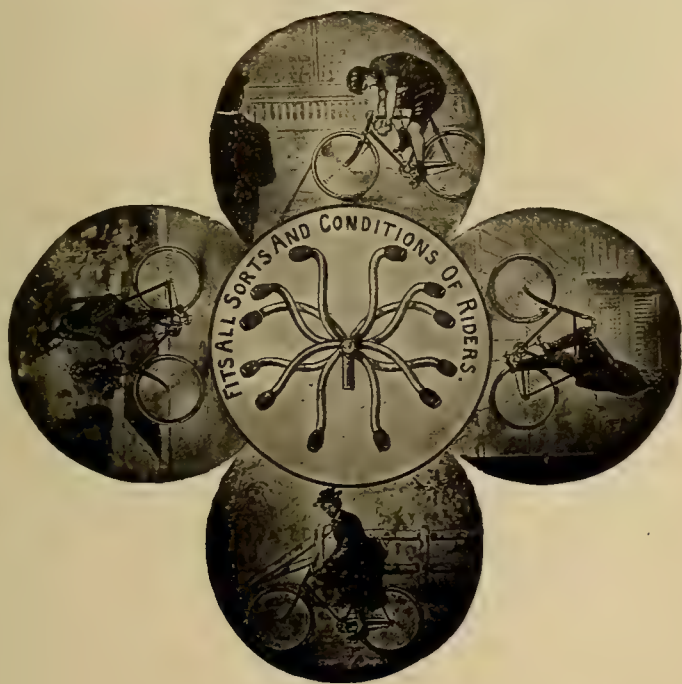
SAN FRANCISCO BRANCH
357 Van Ness Avenue

THE STEERING APPARATUS

of any vehicle that moves on land or sea is a mighty important part of the vehicle and is not to be selected indiscriminately. That is one of the reasons why the

Kelly Adjustable HANDLE BAR

long ago became the standard "steering gear" of the best bicycles.



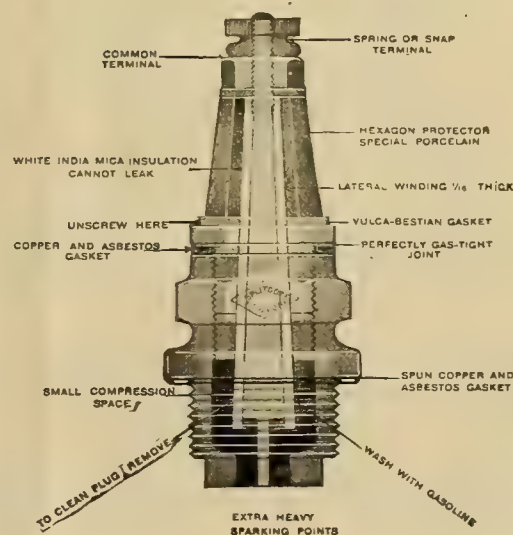
And this is due not only to its quality and reliability, but to the fact that its adjustability adds to the satisfaction of cycling by adding to the comfort of riding and making it possible for man, woman and child to meet varying conditions of road and wind as they arise.

KELLY BARS ARE WORTH INCLUDING IN YOUR SPECIFICATIONS.

Kelly Handle Bar Co.
CLEVELAND, OHIO

SPLITDORF MOTORCYCLE PLUG

"WILL OUTLAST YOUR MOTOR"



**Imitated By Many
Equalled By None**

Better for the motorcycle than any other plug, because it is designed and made especially for motorcycle work. Ask any of our thousands of users.

We Exhibit at the New York Shows

C. F. SPLITDORF
Walton Avenue and 138th Street
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NEW YORK

CHICAGO:
319 Michigan Ave.
SAN FRANCISCO:
520 Van Ness Ave.

DETROIT:
886 Woodward Ave.
BOSTON:
Motor Mart.

DO NOT LET THEM SUBSTITUTE
 —————INSIST THAT THE—————

Thor Coaster Brake

IS THE ONE THAT YOU WANT—Take
 no other; it is the best and costs no more

AURORA AUTOMATIC MACHINERY COMPANY
Thor BUILDING, CHICAGO, ILL.

EVERYTHING FOR THE MOTORCYCLIST

————— We've got what you want when you want it —————

Ammeters	Horns	Spokes
Belts	Idlers	Stands
Balls	Insulated Wire	Saddles
Bolts	Insulated Tape	Screw Drivers
Batteries	Lamps	Spark Plugs
Coils	Leggins	Speedometers
Chains	Luggage Carriers	Spring Forks
Cement	Magnetos	Tools
Carburettors	Nuts	Tires
Cyclometers	Oils	Tubes
Coaster Brakes	Oilers	Tire Patches
Grips	Pumps	Tire Repair Outfits
Goggles	Pliers	Wrenches
Gauntlets	Pedals	

Revised and Enlarged



Contains Much New Matter, Including
a Chapter on

MAGNETO IGNITION

72 Pages Bristling With Helpful
Advice and Suggestion.

"That book, 'Care and Repair of Motorcycles' is all right, and the motorcyclist who spends a quarter for one makes a mighty good investment. I want to sort of thank you for getting it out; it has helped me."—Van Allen Lyman, Glens Falls, N. Y.

BICYCLING WORLD COMPANY
154 Nassau Street New York City

An Opportunity To Purchase Advantageously

- 500** One-piece Crank Hangers, complete; bayonet shaped cranks; 22, 24 or 26 tooth sprockets — 500.
- 5000** Two-piece Crank Hangers, complete; bayonet or oval shaped cranks; 22, 24 or 26 tooth sprockets — 5000.
- 15000** Seat Posts; complete. With or without expanders. 13-16 in. diameter, 5 in., 7 in. and 9 in. long — 15000.
- 6000** Handle Bar Stems. 5 in. and 8 in. long — 6000.
- 10000** Hanger Sprockets for 1 in. tube, 3-4 in. rear stays — 10000.
- 5000** One-piece Heads. 4 in., 5 1-2 in. 7 1-2 in. and 9 in. long — 5000.
- 2500** Front Hubs, complete. 28 and 32 holes — 2500.

Immediate Delivery
QUALITY—FIRST CLASS

Price — way down; special inducements to purchasers considering entire lot. Address:

Bicycle Department

JOHN R. KEIM MILLS
(INC.)

Buffalo, N. Y.

WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

MOTORCYCLES OF ALL MAKES OVERHAULED DURING THE WINTER AT SPECIAL PRICES. BRAZENOR & RUDERMAN, MOTORCYCLE EXPERTS, 1041 BEDFORD AVENUE, BROOKLYN, N. Y.

FOR SALE—Second-hand motorcycle, Wagner make; engine completely overhauled by Wagner Co. in June, 1909. The machine is in good running condition. Price \$75 f. o. b. Wanatah Station. H. P. GOODWIN, Wanatah, Ind.

FOR SALE—1909 model $3\frac{1}{2}$ h.p. Curtiss motorcycle, fine running condition; new Goodrich Bailey tread tires; color gray; horn, lamp, stand, \$115, f. o. b. Monroe. WILLIAM MILLER, Monroe, Neb.

FOR SALE—3 h.p. Reading Standard motorcycle, 1908 model. New rear $2\frac{1}{2}$ in. tire, rings, and in fine shape. Price \$95 cash. Address J. C. BARRETT, 308 Pearl St., Hartford, Conn.

FOR SALE—5 h.p. twin Indian motorcycle, cheap, fine condition, but have bought Meteor-Peugeot. Address G. G. FOSTER, 803 Michigan Ave., Wilmette, Ill.

FOR SALE—One 1909 Reliance motorcycle, $3\frac{1}{2}$ h.p., belt drive; run 200 miles; fine condition. Cash price \$165. B. T. WILLIAMS, Lovington, Ill. R. F. D. No. 4.

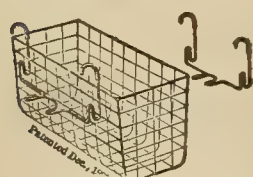
A BARGAIN—A new Curtiss single cylinder motorcycle, 20 in. frame, double grip control, cushion fork. Any reasonable amount accepted. F. LIEHR, 782 8th Ave., New York City.

FOR SALE—1909 loop frame, with magneto, single cylinder, 4 h.p. Indian; new and in fine condition. A bargain. STELLA SIEBER, Carthage, Mo.

FOR SALE—1909 new loop frame, chain drive, twin cylinder Indian, with magneto. C. E. MORREL, Lock Box 115, Carthage, Mo.

RARE bargains in motorcycles, new and used; sundries at lowest prices. Get our catalog. WHIPPLE, the Motorcycle Man, 260 West Jackson Blvd., Chicago, Ill., U. S. A.

MOTORCYCLIST—Second hand and new accessories. Our lists are the largest in America. MOTORCYCLE EQUIPMENT CO., Hammondsport, N. Y.



DOW'S BICYCLE LUGGAGE CARRIER

Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

DOW WIRE AND IRON WORKS, Louisville, Ky.

NEW MARVEL MOTORCYCLE

See it at the New York Show, Space 620, or ask for detailed information of "the motorcycle you cannot afford to let the other fellow sell in your locality."

THE OLD PHILADELPHIA HOUSE

Our Catalogue is ready and will be mailed for the asking.

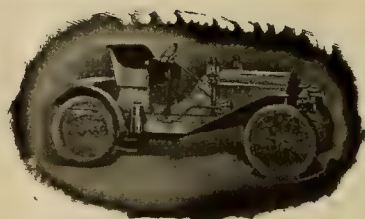
CEO. W. NOCK CO.

Jobbers of

BICYCLES and SUNDRIES

126 N. Fourth St.

PHILADELPHIA



METZ COMPANY,

Waltham, Mass.

\$378

buys this \$600 runabout equipped with Bosch magneto, Schebler Carburettor, Artillery wheels if desired. Write for book "I."

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

HIGH GRADE

wheels must have
the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



**NOISELESS IN MUD,
WATER OR DUST AND
ALWAYS EASY RUNNING**

The only chain having **FRictionless** **ROCKER JOINTS**. Insist on having the Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.

FOUR IN ONE VALVE TOOL

Look, Mr. Jobber!

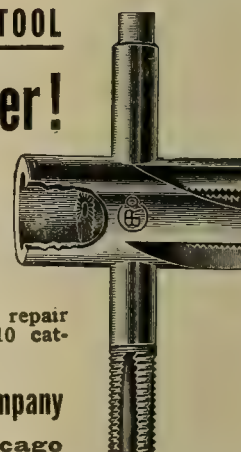
Our goods are properly made and we guarantee them to your dealer.

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Bicycle and motorcycle parts, as well as the only complete line of roller skate repair parts, are shown in our 1910 catalogue.

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TO THE LIVE MAN

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154 NASSAU STREET, NEW YORK

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We make
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We Make a Specialty
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Motorcyclists May Dive

as deeply as they please into show exhibits but so far as tires are concerned they will seek in vain for anything that offers such value as the

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It is a

Remarkable Fact

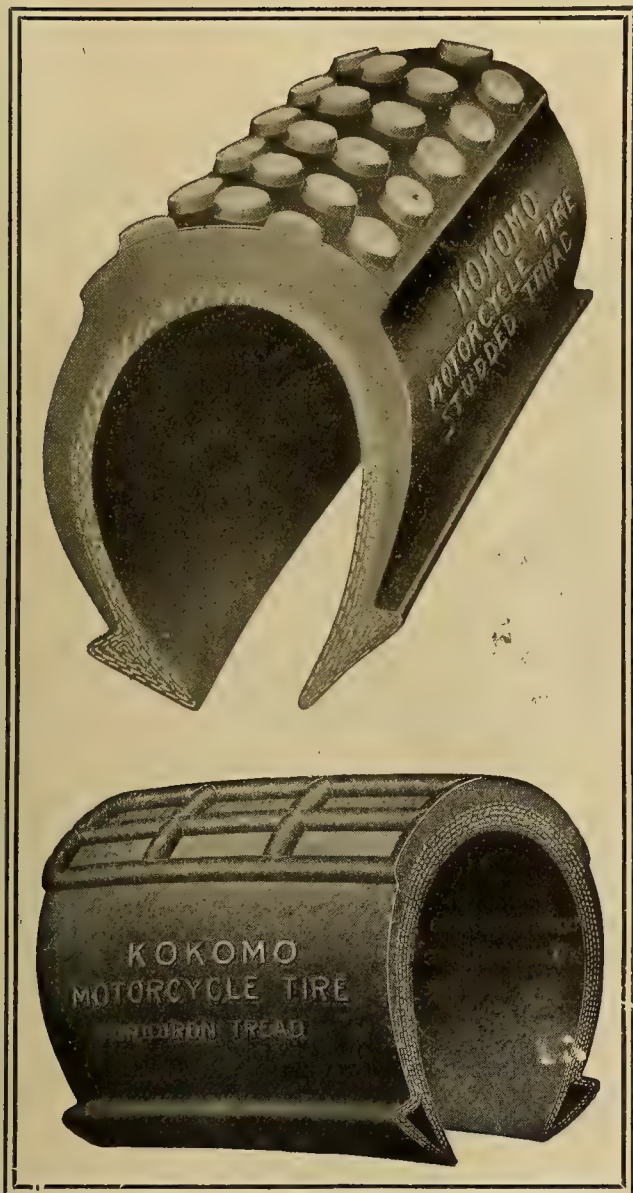
that Kokomo tires really were responsible for "improvement in the breed" of motorcycle tires. They so quickly and so signally demonstrated their superiority and thereby caused so much comment that other tire makers were obliged to "take notice" and they since have been endeavoring to

bring their productions up to the new standard set by the Kokomo. But the Kokomo formula is all our own and it is one of the big secrets of Kokomo durability and worth.

Specify Kokomo tires and
make your year a happy one

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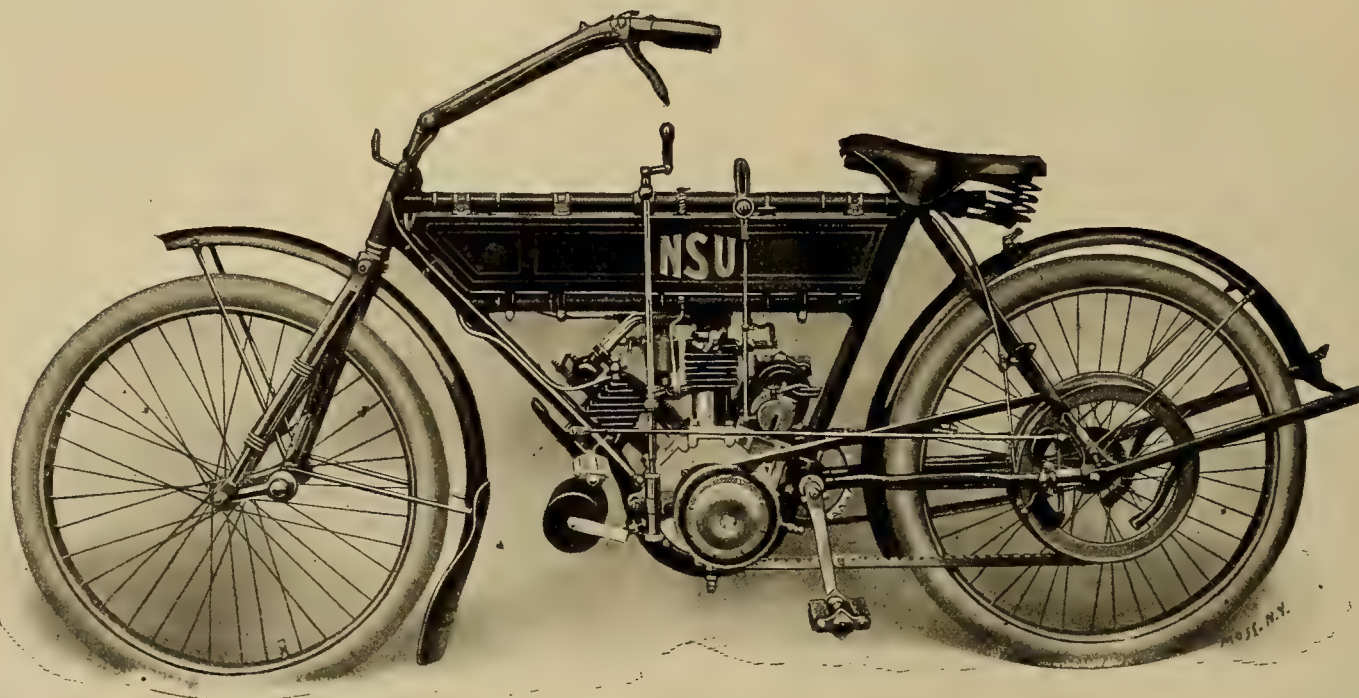
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Last Year's
Sensation

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This Year's
Standard

NSU



N. S. U. 3 h. p. Twin Roadster, Undergeared.

TIME was when the opinion obtained that the higher the power of a motorcycle the greater its capabilities and efficiency. Experience and results have proven, however, that for all-round purposes the light type is the most useful, the most economical and the most suitable machine for the average rider.

These facts are shown in the growing popularity and the increasing demand for a lighter weight motorcycle, both in the new and second hand markets.

The light motorcycle has insinuated its way into circles where no other form of locomotion could exactly answer the requirements the light weight supplies.

Medical and business men, for instance, are unanimous in its praise. It is handy and easy to start. Its flexibility and ease of handling commend it for all day and every day work, because it can be driven in traffic and under conditions where the heavy type of motorcycle would be out of the question.

Features which meet the necessities of business men, must surely appeal to the motorcyclist whose sole aim in the possession of a machine is the pleasure of "spinning around" in comfort at a pleasing, safe speed.

The N. S. U. Roadsters, 2 h.p. Single, and 3 h.p. Twin, are the outcome of many years experience in motorcycle construction, and the suggestions of many among nearly 20,000 N. S. U. riders. Our attention to practical and useful suggestions places us in a position to offer the largest and most comprehensive line of motorcycles ever produced by any firm, and the light weight Roadsters in this range are very conspicuous and popular.

Undergeared pulleys, m. o. valves, handle bar control, REAL spring forks, Bosch magneto, etc., etc., are valuable items that will be noticed in our new catalog.

The 3 h.p. Roadster is the ideal motorcycle for combating winter conditions. It is much easier to control on slippery surfaces. It has a Hot Air Jacketed Carburetter. It has fewer complications likely to be affected by climatic conditions than the heavier type of motorcycle, whilst the wide and long sweeping detachable mudguards fitted to the N. S. U. makes clean riding when roads are otherwise than hard and dry.

One Try, One Test—Good Bye To All The Rest.

You can't afford to consider motorcycling without consulting Catalog "B."

N. S. U. MOTOR CO. 206 W. 76th St. New York

Members M. A. M.

Two good and sufficient
reasons for specifying

MORGAN & WRIGHT

**White Tread
Motorcycle Tires**

on your machines for the
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1st. We will use in their construction a new tough, white, resilient cover stock with wearing qualities which have never before been approached in motorcycle construction anywhere at any price.

2nd. We will use lots of it. Our treads will be fully 50% thicker than last year, giving a proportionate increase in puncture resistance and length of service.

Any manufacturer will be glad to equip them. It will mean money in your pocket if you instruct yours to do so.

MORGAN & WRIGHT, Detroit

Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

1910 Announcement

Fifteen years ago the famous Brown Wood Base Saddle, designed and made by D. S. Troxel, President of The Troxel Manufacturing Company, revolutionized the manufacture of Bicycle Saddles. With the advent of 1910, The Troxel Manufacturing Company, of Elyria, Ohio, announces, in addition to its famous Eagle Suspension Motorcycle Saddle, an innovation in the TROXEL HYGIENIC WOOD BASE MOTORCYCLE SADDLE. This Saddle is bound to become as popular with Motorcyclists as did the Brown Saddle with Bicyclists fifteen years ago.

The Troxel Hygienic Wood Base Motorcycle Saddle

is constructed on strictly scientific and hygienic principles. It is made from the finest selected grain leather and is padded with the best hair felt. The Wood Base is shaped to fit the anatomy of the rider and its construction makes it a paragon of Comfort, all of the vibration being absorbed by spiral springs in the rear and a traverse heavy coil spring in the front.

This Saddle will be ready for delivery April 1st.

The largest manufacturers of high grade Motorcycles equip their machines with the Troxel Motorcycle Saddles. This statement can be proven at the Auto Show.

The Troxel Manufacturing Company produces the best and most durable Bicycle and Motorcycle Saddles of any concern in the United States.

A card will bring full information of the company's products.

THE TROXEL MANUFACTURING COMPANY
Elyria, Ohio, U. S. A

The oldest and largest manufacturers of Saddles in the United States.

BARGAINS EXTRAORDINARY

IN

MOTORCYCLE CASINGS

We have just purchased at a very low figure an immense quantity of motorcycle casings from one of the largest and best manufacturers in the country who was very desirous of turning entire stock in factory and all branch stores into cash at once.

DEALERS! If interested write us at once for prices and description. Also ask for our 1910 Bargain Sheet.

JOS. STRAUSS & SON
BUFFALO, N. Y.



The Pope Messenger Special

The Pope Messenger Special

A CLEAN CUT, strong and natty looking bicycle of moderate price, with seven-eighth inch frame, and outside joints at head, hanger and cluster. Specially designed for messengers and just the machine that will appeal to them.

The Messenger Special is a distinctly new bicycle for 1910, of very attractive design and exceedingly durable and easy running. It will stand up and give the best of satisfaction under the daily service required of such machines, and is sold at a price within the means of every messenger. The rapidly increasing demand for just such a bicycle has caused us to bring out the "SPECIAL," which we offer as one of the best as well as the newest of the 1910 models.

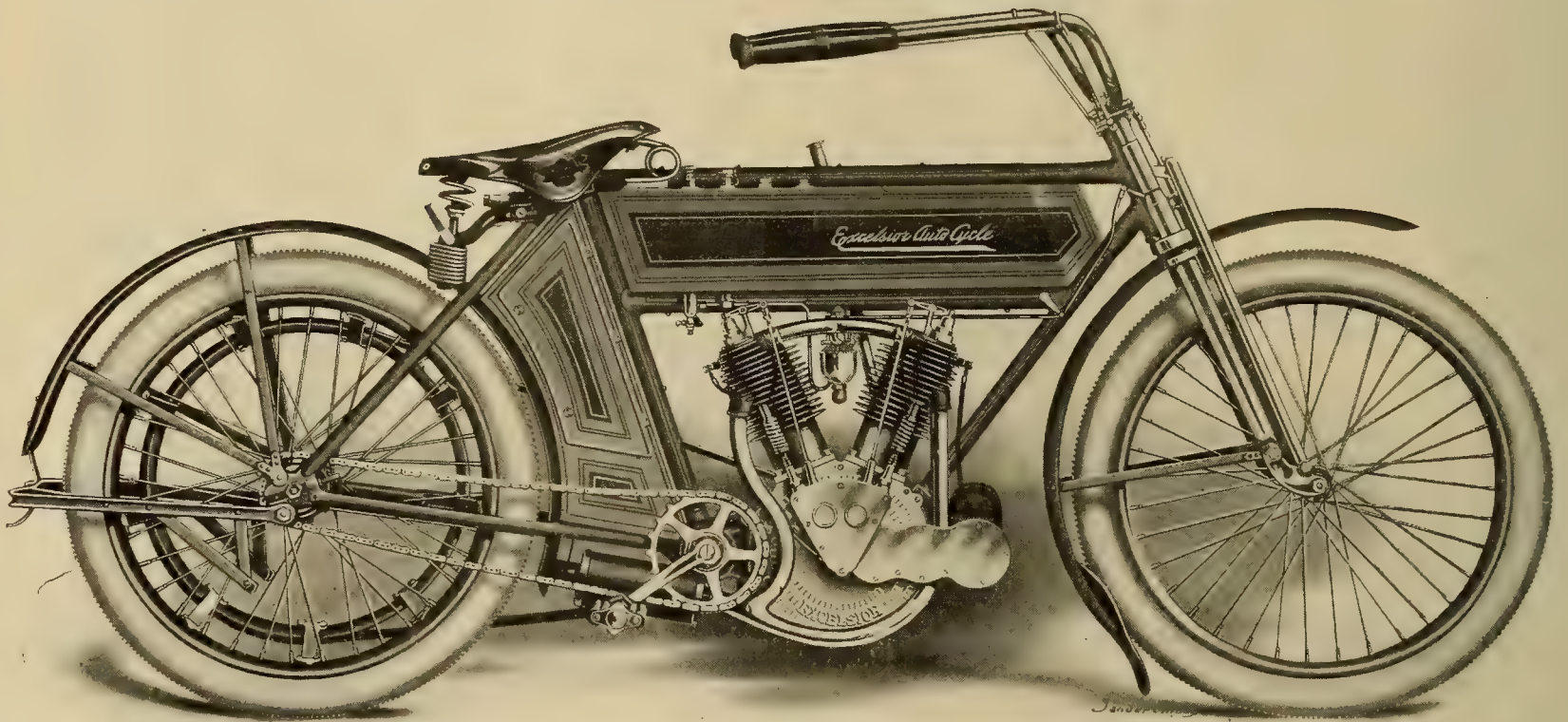
Dealers will see in this bicycle another opportunity to increase their business, by being able to offer a machine that meets a growing demand. Pope dealers are seizing these opportunities to open up new avenues of trade. Why not YOU? Printed matter and prices of Messenger Special on request.

THE POPE MANUFACTURING CO.

HARTFORD : : : : : CONNECTICUT

EXCELSIOR LAUTO-CYCLE

The Twin You Have Been Waiting For



Adhering to our policy of presenting nothing till we know it is right, we have refrained from meeting the demand for a double cylinder Excelsior till we had overcome the objectionable features heretofore found in this type of motorcycle and had thoroughly tried and proved the many valuable details that make THE EXCELSIOR DOUBLE different from the common kind.

It has every good feature of the regular Excelsior Auto-Cycle, such as low saddle position, free motor, automatic force feed oiler, silent, vibrationless motor, independent chain adjustment, quick acting stand, etc., combined with power and speed to meet any demand.

Its range of speed, ease of control and instant response to throttle and spark mark the greatest advance in motorcycle construction.

Equipped with the Bosch high tension magneto, driven by enclosed gears running in oil-tight case.

Our new catalog C10 gives full description of both single and double cylinder models.

WRITE FOR IT

EXCELSIOR SUPPLY COMPANY

233-237 E. Randolph St.

Established 1876

Chicago, Illinois

Eastern Representative: STANLEY T. KELLOGG, 2312 Broadway, New York.

Also

USERS KNOW

Diamond

MOTORCYCLE TIRES

Los Angeles, Cal., Dec. 10, 1909.

DIAMOND RUBBER CO., Los Angeles, Cal.

Gentlemen:—I take pleasure in voluntarily telling you of the satisfaction I am having with the use of your new motorcycle tire. For some five months past I have used a "Diamond" tire on the rear wheel of my six horsepower N. S. U. motorcycle, which, by the way, is one of the very heaviest and fastest touring machines made. During most of the entire time I have carried an extra person on tandem attached over this tire. The distance so far is over 2,500 miles. The raised tread shows little wear, and it seems as though it might take double this mileage to even wear the tread smooth. It matters not how hard the tire is blown up; it has great resiliency and rides very easy. I have never had it lose traction or skid at any time. There have been no punctures, it being tough enough to apparently resist being punctured.

Comparing all my past experiences of five years riding different makes of tires, I certainly can say that the new "Diamond" motorcycle tire is certainly a wonderful production, and greatly improves the pleasure of motorcycling.

Yours very truly,

S. L. LYON.

THE DIAMOND RUBBER COMPANY, Akron, Ohio

LARGEST JOBBERS OF BICYCLES & ACCESSORIES IN NEW ENGLAND

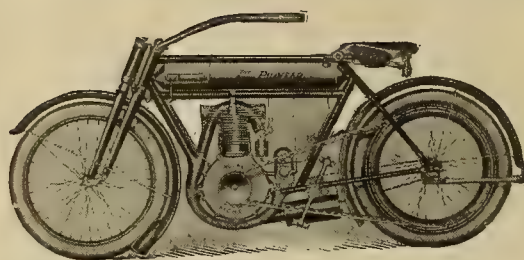
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EUREKA TIRES

Six Grades

AGENCY PROPOSITION



4½ HORSE

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New England Distributors for the

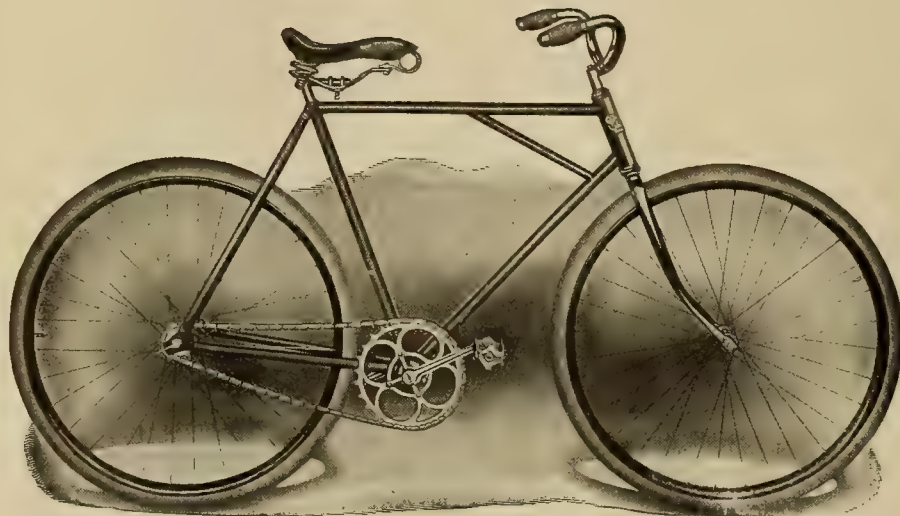
ROYAL PIONEER

1910 Catalogue Ready



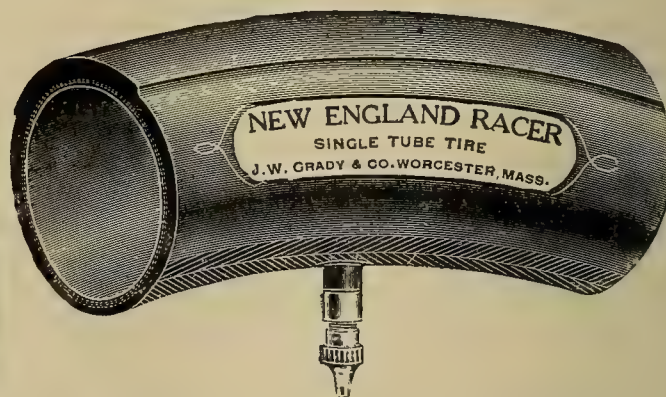
ALL IN THE CURVE

The Only Bicycle in the World
Properly Built for Racing



New York and New England Distributors

HUDSON BICYCLES



500 Dealers

in New England are praising

NEW ENGLAND TIRES

GET WISE!

J. W. GRADY CO.,
WORCESTER, MASS.

STOPPED!

The manufacture of Armless Brakes by

The Atherton People

The Buffalo Metal Goods Co., of Buffalo, N. Y., under date of December 23, 1909, have notified us that

"We will cease immediately from using the armless device as covered by the patent."

(The patent referred to is our O'Horo patent covering the Musselman Coaster Brake.)

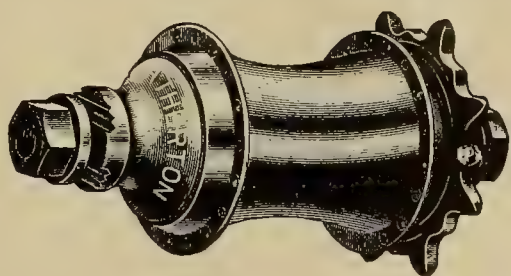
**All Infringers of This "Armless"
Feature Will Be Prosecuted**

THE MIAMI CYCLE & MFG. CO.

Middletown, Ohio

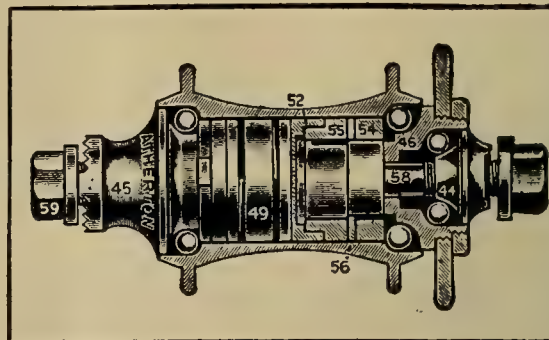
Coaster Brake Licensees

The Only Real Development in Coaster Brakes Since the First One Was Produced



is the

NEW



Armless Atherton

All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

IT AVOIDS { Endwise Sliding Parts
Jamming End Strains
Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

Operated by cams and levers

IT AFFORDS { Perfect Brake
Absolutely Free Coaster
Genuine Satisfaction

Get the up-to-date coaster brake while you are about it.

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, NEW YORK

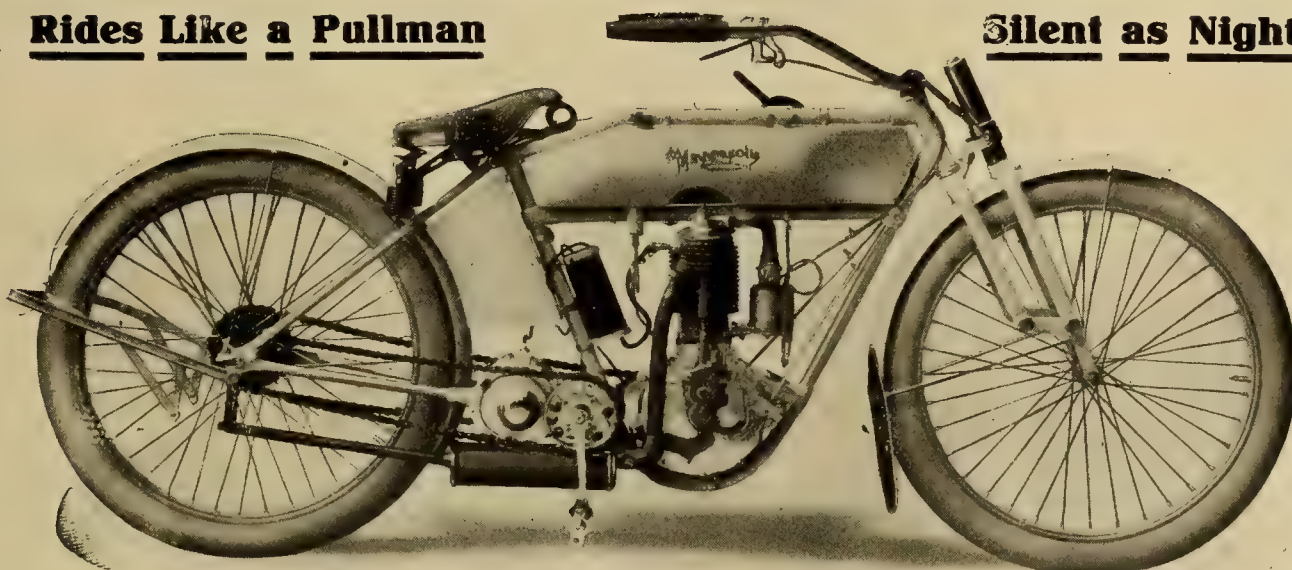
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1910 Model

NOW HERE LIKE A THOUSAND OF BRICK

Rides Like a Pullman

Silent as Night



1910 Model K—with the Thor Big 4 Motor.

☐ The TWO-SPEED with a reputation. Perfected in every detail, covering every chance for improvement. Independent friction clutch on motor controlled from handle bar.

☐ Write for further particulars and terms to agents.

**The MINNEAPOLIS rider will be
ahead of the game this season.**

MINNEAPOLIS MOTORCYCLE CO. 517 S. 7th Street
Minneapolis, Minn.

"From little acorns great oaks grow"

— provided the original acorn is sound.

From a modest beginning our business has steadily grown until it is now one of the largest in the country spreading in a net-work throughout the Eastern and Middle Western States.

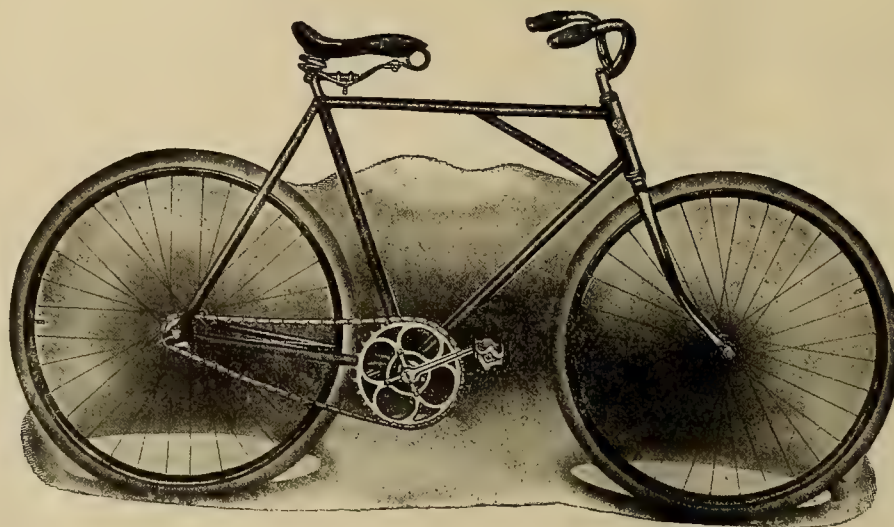
That our policy is sound, our treatment of customers fair and liberal, our success proves.

Today, with two stores in Philadelphia, branches in Buffalo and Washington, our purchasing power and advantages of distribution and handling a large volume of business places us in a position to offer unequalled advantages to the dealer.

OUR LEADERS ARE:

**Haverford
Tires**

**"Wearwell"
Grips**



**Haverford
Bicycles**

**Standard
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HUDSON BICYCLES

In Hudson bicycles, for which we are distributors, we are able to offer as leaders and at a price a line of bicycles with no superiors at any price.

Even lower in price and second only to the Hudson, Haverford cycles enable the dealer to complete his line with real "business-getters," snappy and up-to-the-minute.

Haverford tires are made exclusively for us, satisfy every requirement and are right in price.

"Wearwell" Grips

are too well known to need more than mere mention. We control their sale and as the standard grip their use is general. We also carry a complete line of salable sundries which we are able to offer at prices more than ordinarily attractive.



**Our new 1910 catalogue is now ready and should
be in the hands of every live dealer. Send for it.**

HAVERFORD CYCLE COMPANY

PHILADELPHIA, 827-9 Arch St., 411 Market St.

BUFFALO, 763 Main St.

WASHINGTON, 427 Tenth St., N. W.

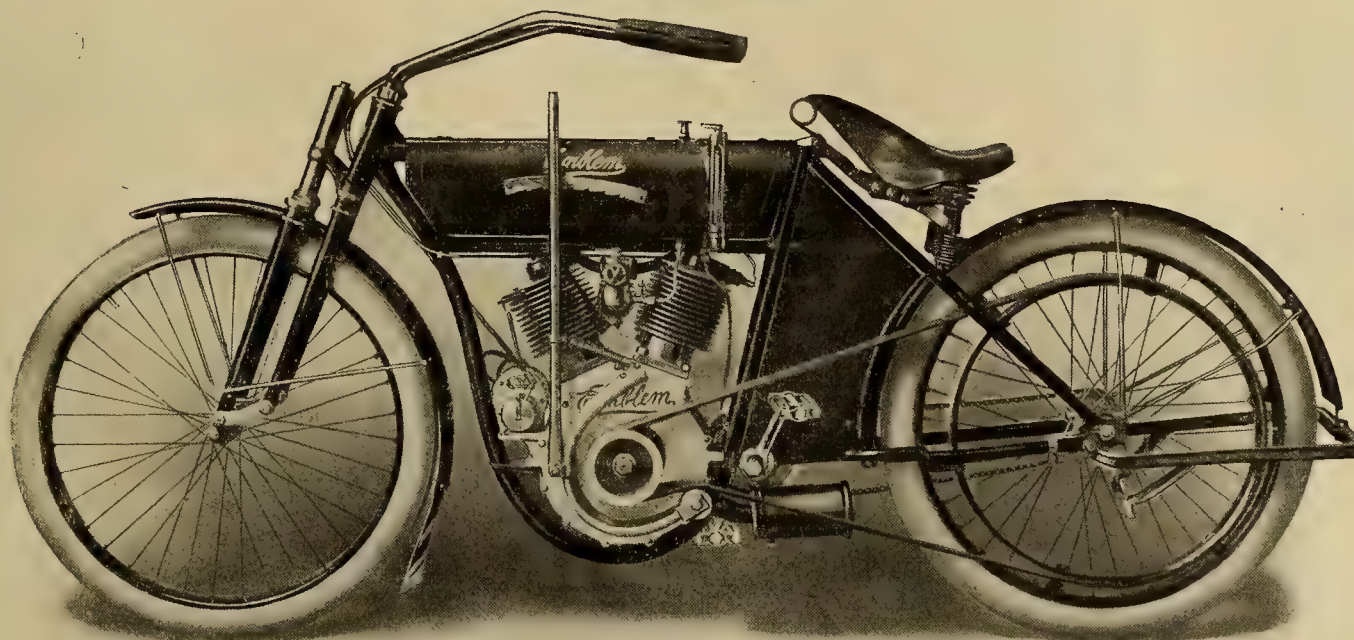
1910 EMBLEM 1910

Motorcycles

THE MACHINE OF
Class, Power, Speed and Satisfaction

BALL BEARING ENGINE

V Belt, or Flat Belt and Idler. Magneto. Also Two Speed Gear if wanted.



7 H. P. Twin Cylinder. 5 H. P. Single Cylinder. 4 H. P. Single Cylinder.

A GOOD AGENCY FOR HUSTLERS

EMBLEM MANUFACTURING CO., Angola, (Erie Co.) N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Alexander-Sewald Co., Atlanta, Ga., for the South; Henry Keidel & Co., Baltimore, Md., for Virginia and West Virginia.

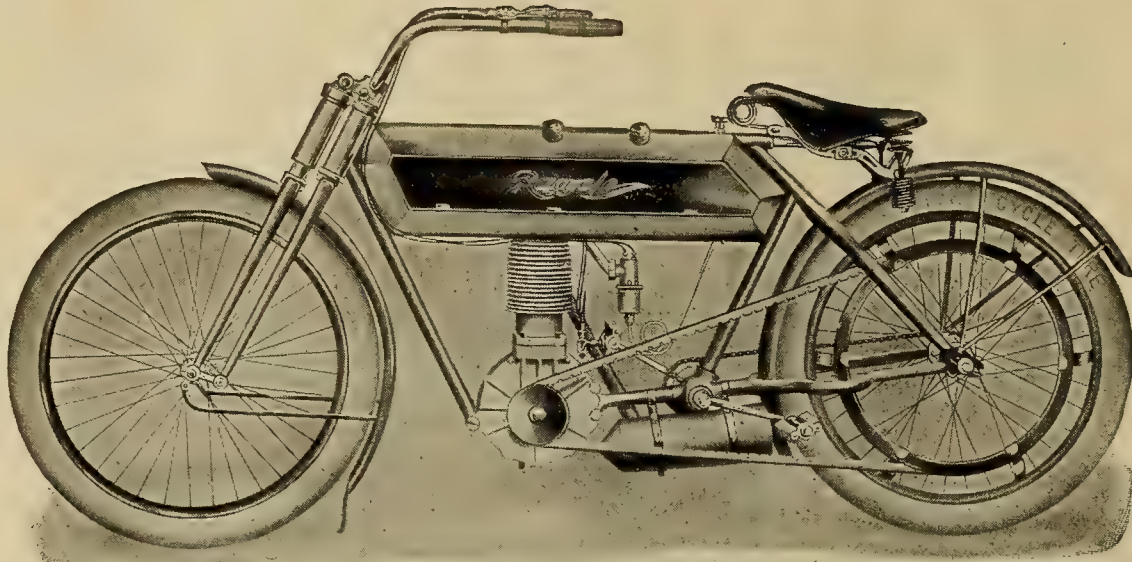


"The Armless Wonder"



YOU CAN'T AFFORD TO OVERLOOK

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H. P.



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the agency for

The 1910 Racycle Motorcycle

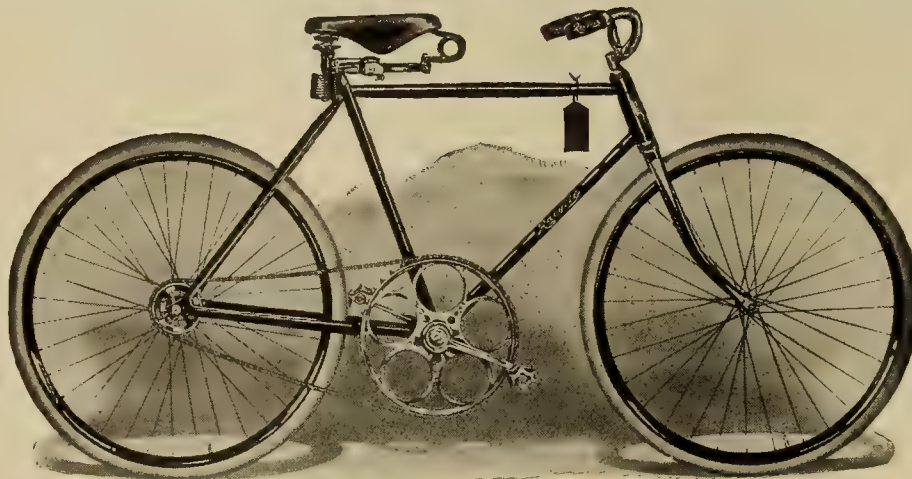
We will tell you why if you will write. Address Motor Dept.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE
Racycle

is the Best of all Bicycle Agencies and EVERYBODY KNOWS IT.

1910
Catalog
Now
Ready



1910
Catalog
Now
Ready

Ask the dealers who have the agency. We are entirely willing to leave it to them. They are our best reference. 1910 AGENCY PROPOSITION IS READY.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers.



"The Armless Wonder"



"The Armless Wonder" for Motorcycles

"The Armless Wonder" for Bicycles

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, January 15, 1910.

No. 17

MID-SUMMER MEETING CERTAIN

Cycle Parts Association Votes for It, Fixes Dates and Appropriates \$1,000—Webster Elected President.

No longer is there any doubt about the revival of the midsummer cycle trade meeting, which in other years proved so enjoyable and so important in bringing the trade together. The Cycle Parts and Accessories Association, at its meeting at the Prince George Hotel in New York City on Wednesday, 12th inst., removed the doubt by not only verbally advocating a midsummer meeting, but by appropriating \$1,000 as an entertainment fund for it, as well as deciding the dates for the affair. The dates chosen are August 3, 4 and 5, and Atlantic City again will be the scene of the gathering.

That the appropriation of \$1,000 for this purpose will prove no strain on the treasury of the association was indicated by the treasurer's report which showed that the association has a balance of \$2,500. This condition of prosperity resulted in the association's deciding to abolish dues for the coming year, which will further assist the campaign for new members which is to be undertaken.

Following the reports of the officers, a committee on nominations was appointed. The latter recommended the following officers for the association, all of whom were elected: R. D. Webster, Eclipse Machine Co., Elmira, N. Y., president; David S. Troxel, Troxel Mfg. Co., Elyria, Ohio, vice-president; W. J. Surre, Continental Rubber Works Co., New York, treasurer; Louis Schwab, Stevens & Co., New York, secretary.

With the approval of the association, Secretary Schwab is to institute a vigorous campaign for new members whose relations with the trade are such as to entitle them to a place in the organization. A com-

mittee also was appointed to confer with a committee from the National Association of Bicycle Jobbers, and the coaster brake licensees in relation to revising the official list of jobbers.

Among those present were R. D. Webster, Eclipse Machine Co.; David S. Troxel, Troxel Mfg. Co.; Louis Schwab, Stevens & Co.; W. H. Crosby, The Crosby Co.; L. M. Wainwright, Diamond Chain & Mfg. Co.; W. J. Surre and T. R. Palmer, Continental Rubber Works Co.; De Witt Page, New Departure Mfg. Co.; D. Smith, The Standard Co.; Charles Glover, C. A. Earl and E. C. Bowman, Corbin Screw Corporation; J. H. Foster, Hydraulic Pressed Steel Co.; F. Weigle, Diamond Rubber Co.; W. W. Tottman, Whitney Chain Co.; T. Heller, Standard Roller Bearing Co.; G. N. Empsall, Duckworth Chain & Mfg. Co.; J. W. Brandt, Troxel Mfg. Co.

Single Tube Again Sues for Royalties.

Suit has been filed in the United States Circuit Court at Indianapolis, by the Single Tube Automobile and Bicycle Tire Co., against the Kokomo Rubber Co., of Kokomo, Ind., asking for judgment of \$40,000 for domestic royalties due and unpaid since December 30, 1907, and an accounting of royalties on foreign shipments covering the same period. The suit is similar to those brought against the two other holders of licenses under the Tillinghast patent, who, like the Kokomo people, declined to continue payment of royalty, alleging that the prosecution of infringers had not been conducted with proper diligence.

Hardy to Remove Plugs to Chicago.

During the current month the R. E. Hardy Co. will remove its Sta-rite spark plug business from New York to Chicago, where it will occupy the top floor of a new \$300,000 building at 1735 Michigan avenue, corner of Eighteenth street. Mr. Hardy states that an increasing western business has convinced him that a more central location will prove of advantage.

WOOD RIM POOL GOES TO PIECES

Internal Dissension Causes Lobdell to Apply for Dissolution—Disputed Election Brought About the Climax.

The Mutual Rim Co., Onaway, Mich., otherwise known as the "wood rim pool," has gone to smash and the several manufacturers who composed it are once more going their several ways.

According to E. J. Lobdell, who was in New York this week, the break-up came as the result of an effort to oust him from the presidency of the company. Lobdell owned the controlling majority of the stock, but despite the fact, he claims that on December 13th last, J. B. Tucker, Clinton Lovell and W. C. Rastetter, the minority stockholders, got together and elected Tucker president, Lovell, vice-president, and W. C. Horr, secretary. It is Lobdell's contention that a quorum or majority interest was not present, and that therefore the election was without force or effect. "High handed" is the word he employs to describe the proceeding. However that may be, Lobdell lost no time in taking action that will put an end to the pool, which for all practical purposes, already is as good as dissolved; on his initiative the Mutual Rim Co. has been placed in the hands of the Detroit Trust Co., which as trustee, will wind up its affairs.

The Mutual Rim Co., which was formed some five years ago, was composed of the American Wood Rim Co., the Tucker Wood Work Co., the K. & C. Mfg. Co., and Lewis Rastetter & Sons.

Immediately following the break-up of the pool, Lobdell threw the American Wood Rim Co. into separate and active operation, one of his first moves being to visit New York and appoint the D. P. Harris Hardware Co. general agents for the United States. A large stock of the rims will be at all times carried in stock at the Harris establishment, 48 Warren street.

ROBINSON HEADS THE JOBBERS

They Elect the New Yorker President and Divide Country into Districts—Vote for Mid-Summer Meeting.

Aided by an attendance so big that it was almost in the nature of a surprise, the annual meeting of the National Association of Bicycle Jobbers was fruitful in the taking up of important live matters, and in the fact that it resulted in a reorganized working plan for the association, by which the country is divided into four sectional districts with a vice-president for each.

The meeting, which took place at the Prince George Hotel, New York, on Wednesday morning, 12th inst., also was the occasion for the annual election, which resulted in the choosing of the following officers for the coming year: P. R. Robinson, New York Sporting Goods Co., president; Fred I. Willis, Hearsey-Willis Co., Indianapolis, Ind., secretary and treasurer; J. W. Grady & Co., Worcester, Mass., vice-president for the eastern district; C. L. Elyea, Elyea-Austell Co., Atlanta, Ga., vice-president for the southern district; J. C. Ralston, Beckley-Ralston Co., Chicago, Ill., vice-president for the middle west district; Roy Bean, Oakland, Cal., vice-president for the Pacific Coast district. The separation of the country into four districts, with a vice-president for each, preceded the election in the form of an amendment of the plan of government.

Chief of the vital matters before the association was the friction existing in some instances between the manufacturers and the jobbers as a result of the manufacturers having sold to dealers on a basis to which only legitimate jobbers are entitled. A report was presented by Secretary Willis showing the results of correspondence with various manufacturers on this subject. He dealt also with the complaints received from the jobbers on this score, and outlined the policy of the association in dealing with the question in the future. The applications of two firms seeking to be placed on the jobbers' lists were tabled.

A new membership committee was appointed, to investigate applicants for membership in the association and to confer with the Cycle Parts and Accessories Association and the coaster brake manufacturers as to a revision of the jobbers' list. The committee consists of F. I. Willis, C. W. Leng and George W. Nock.

The proposed revival of the midsummer joint meeting at Atlantic City was enthusiastically received and August 3, 4 and 5 were selected as the dates, in conformity with the action of the cycle parts association. A committee, consisting of J. W. Grady, Keyser Fry, C. L. Elyea, F. I. Willis and W. Holland, was named to confer with the entertainment committee of the other association as to the arrangements.

Included among those present were Henry Horton, New Haven, Conn.; J. Berkowitz, Hub Cycle Co., Boston, Mass.; C. W. Leng, J. S. Leng's Sons Co., New York, N. Y.; J. W. Henry and J. J. Oliver, Vim Cycle & Hardware Co., Buffalo, N. Y.; F. I. Willis, Hearsey-Willis Co., Indianapolis, Ind.; G. W. Nock, George W. Nock & Co., Philadelphia, Pa.; J. W. Grady, J. W. Grady & Co., Worcester, Mass.; P. R. Robinson, New York Sporting Goods Co., New York, N. Y.; Keyser Fry, Reading Pa.; W. H. Olmstead & Sons, Syracuse, N. Y.; S. Ghiz, Broadway Bicycle & Supply Co., New York, N. Y.; Max Sladkin, Haverford Cycle Co., Philadelphia, Pa.; C. J. Smith, C. J. Smith & Co., St. Paul, Minn.; Wm. Holland, H. Keidel & Co., Baltimore, Md.; W. H. Grover, Norfolk, Va.; W. E. Foskett, Albany Hardware & Iron Co., Albany, N. Y.; C. L. Elyea, Elyea-Austell Co., Atlanta, Ga.; G. H. Greiss, Philadelphia, Pa.; G. W. Griswold, S. B. Roby & Co., Rochester, N. Y.; George C. Strauss, Jos. Strauss & Son, Buffalo, N. Y.; Albert E. Goodby, Providence, R. I.; A. Scaison and E. Pitzer, Progressive Cycle & Auto Supply Co., New York, N. Y.; W. A. Patten, Hayes Rubber Co., New York, N. Y.; W. D. Alexander, Alexander-Seewald Co., Atlanta, Ga.; C. A. Wigmore, Manufacturers Supply Co., Philadelphia, Pa.

Hendee's Chicago Branch Expands.

The Hendee Mfg. Co.'s Chicago branch, which heretofore has occupied but the ground floor of the glass-front building at 1251 Michigan avenue, has leased the entire premises and now occupies both floors. The enlargement has carried with it rearrangement and new equipment. The first floor is divided into a handsomely appointed salesroom, a garage and a small parts stock room, while the upper floor has been partitioned to provide a comfortable reception room and storage room large enough to contain a stock of 150 crated Indians.

Boston Man Now Heads Rubber Goods.

E. C. Williams, of Boston, has been elected president of the Rubber Goods Mfg. Co., succeeding J. J. Watson, who has returned to his post of treasurer of the United States Rubber Co., the parent company. The new president was the head of the Revere Rubber Co., which a few weeks since was acquired by the United States Rubber Co. The Rubber Goods company includes the Hartford Rubber Works Co., the G & J Tire Co., and Morgan & Wright.

New York Jobbers Again Share Profits.

The New York Sporting Goods Co., of New York City, which last year inaugurated a co-operative policy of letting its employees share in its profits, has declared its employees' dividend on the year's profits of 1909. Last year the dividend was 5 per cent. of the annual earnings, but this time, owing to increased profits, it is 7½ per cent.; it is paid on a yearly salary roll of about \$50,000.

MOTORCYCLE MAKERS IN SESSION

Railroad Rates and Trade Abuses Occupy Their Considerations—Three New Members Join Association.

What was in some respects the most fruitful meeting which the Motorcycle Manufacturers Association ever has held, was the one held on Monday last, 10th inst., in Hotel Breslin, New York. There was a good attendance, three new members were added to the roll and evidence was forthcoming of the really useful work that is being performed by the organization.

The report of F. C. Robie, chairman of the freight classification committee, served as a clear indication that the association has gone much deeper and more vigorously into the matter of freight rates for motorcycles than is generally supposed; Mr. Robie reported such encouraging progress that it is confidently anticipated that a lower tariff, which is the end sought, shortly will be announced. The first step was made toward a more general exchange of credit information and to prevent and correct trade abuses by the appointment of a committee, with W. F. Remppis as chairman, which will deal with such affairs as they arise. Remppis was also appointed chairman of the show committee for 1910-11; his colleagues are F. C. Robie and W. T. Marsh.

President Hendee reported the contract which had been entered into for the advertising of the M. M. A. exhibits at the Madison Square Garden show and his action was heartily approved; it was the first time anything of the sort had been done.

During Monday's meeting, Tom Eck was given the privilege of the floor long enough to permit him to paint the beauties and urge support of a racing circuit that would extend from the Atlantic to the Pacific. Eck was attentively listened to, but no action was taken regarding his suggestion.

The three new members who were elected and added to the roll were the Emblem Mfg. Co., Angola, N. Y.; Miami Cycle & Mfg. Co., Middletown, Ohio, and the Marvel Motorcycle Co., Hammondsport, N. Y.

Before adjournment, the association decided that the holding of a special meeting during the forthcoming Chicago show is advisable and accordingly one will be held in that city on February 7th; it will take place in the New Southern Hotel.

Those present at Monday's meeting were as follows: George M. Hendee, Hendee Mfg. Co.; F. C. Robie, Excelsior Supply Co.; George W. Sherman, Aurora Automatic Machinery Co.; L. A. Baker, Herring-Curtiss Co.; Arthur Davidson, Harley-Davidson Motor Co.; W. C. Overman, Greyhound Motor Works; Edw. Buffum, Merkel-Light Motor Co.; W. T. Marsh, American Motor Co.; W. F. Remppis, Reading Standard Co., and E. C. Kicherer, N. S. U. Motor Co.

JOINT LUNCHEON A ROUSING AFFAIR

Proves Largest Gathering Since Atlantic City Convention—May Cause Cycle Makers to Reorganize.

Proving a greater success than even those who had projected it anticipated, the big joint luncheon given by the Cycle Parts and Accessories Association to the National Bicycle Jobbers Association and the trade in attendance at the New York show developed into one of the best trade gatherings that has been held in a long time, rivaling somewhat the biggest of the trade conclaves that have taken place at Atlantic City. The affair took place at the Prince George Hotel on Wednesday last, following the meetings of the two associations, respectively, in the morning, and was the first real trade gathering since the Atlantic City meeting in the summer of 1908.

Such was the enthusiasm of the occasion that the cycle manufacturers who were present felt, or were made to feel, more or less guilty in having let their own organization lie in limbo. Indeed the luncheon may have the effect of playing a large part in reorganizing the cycle manufacturers so that they will be able to join with the jobbers and the cycle parts and accessories organization in the August meeting at Atlantic City and attend as a body.

The seating capacity of the dining room was taxed to accommodate the guests, but the arrangements provided for everybody, so that everything went as smoothly as could be desired. No small honor fell upon those who were in charge of the affair, these being W. J. Surre, of the Continental Rubber Works Co., assisted by David Smith, of The Standard Company, and De Witt Page, of the New Departure Mfg. Co.

The speeches which were given during the succession of the excellent courses, were impromptu, brief and pithy. In the temporary absence of R. D. Webster, president of the cycle parts association, the address of welcome was made by W. S. Gorton, who subsequently called on others for short addresses. W. H. Crosby, ex-president of the parts association, spoke of his faith in the cycle industry, and P. R. Robinson, the newly elected president of the jobbers' association, and G. W. Nock, the jobbers' former president, responded, and President Webster, of the cycle parts organization, returned in time to deliver a few remarks also. F. I. Johnson made a short, happy address on behalf of the cycle manufacturers, and W. F. Remppis represented the motorcycle makers.

Among those present were the following:

Fred I. Johnson, Iver Johnson's Arms & Cycle Works, Fitchburg, Mass.; W. H. Crosby, The Crosby Co., Buffalo, N. Y.; George C. Strauss, Jos. Strauss & Son, Buffalo, N. Y.; E. C. Bowman, C. A. Earl, C. Glover and A. H. Harrop, Corbin Screw

Corporation, New Britain, Conn.; H. W. Smith, Iroquois Rubber Co., Buffalo, N. Y.; Louis Schwab, Stevens & Co., New York, N. Y.; B. R. Newhall, Syracuse Rubber Co., Syracuse, N. Y.; F. C. Finkenstedt, National Cycle Mfg. Co., Bay City, Mich.; A. B. Coffman, Consolidated Mfg. Co., Toledo, Ohio; H. N. Kirk, Excelsior Supply Co., Chicago, Ill.; W. G. Rankin, Belcher & Loomis, Providence, R. I.; C. A. Wigmore, Manufacturers Supply Co., Philadelphia, Pa.; W. G. Schack, Emblem Mfg. Co., Angola, N. Y.; W. A. Patten, Hayes Rubber Co., New York, N. Y.; J. F. Merkel, Merkel-Light Motor Co., Pottstown, Pa.; H. Mesinger, H. & F. Mesinger Mfg. Co., New York, N. Y.; W. L. McGrath, Royal Motor Works, Worcester, Mass.

W. C. Overman, Greyhound Motor Works, Buffalo, N. Y.; W. W. Totman,



R. D. WEBSTER
New President of Cycle Parts Association

Whitney Mfg. Co., Hartford, Conn.; A. D. Alexander, Alexander-Seewald Co., Atlanta, Ga.; J. Berkowitz, Hub Cycle Co., Boston, Mass.; C. W. Leng, J. S. Leng's Son & Co., New York, N. Y.; A. Scaison and E. Pitzer, Progressive Cycle & Auto Supply Co., New York, N. Y.; F. Philip Dorn, American Ball Bearing Co., Cleveland, Ohio; J. W. Grady, J. W. Grady & Co., Worcester, Mass.; N. Ghiz and S. Ghiz, Broadway Bicycle Co., New York, N. Y.; F. I. Willis, Hearsey-Willis Co., Indianapolis, Ind.; W. F. Remppis, Reading Standard Co., Reading, Pa.; Arthur Davidson, Harley-Davidson Motor Co., Milwaukee, Wis.; J. H. Foster, Hydraulic Pressed Steel Co., Cleveland, O.; C. L. Elyea, Elyea-Austell Co., Atlanta, Ga.; B. A. Edgar, Pope Mfg. Co., Hartford, Conn.; C. N. Huber, Rochester Rubber Co., Rochester, N. Y.

J. W. Ash, Miami Cycle & Mfg. Co., Middletown, Ohio; Keyser Fry, Reading, Pa.; T. R. Palmer and W. J. Surre, Continental Rubber Works, Erie, Pa.; M. W. Sladkin, Haverford Cycle Co., Philadelphia, Pa.; G. W. Sherman, Aurora Automatis Machinery Co., Aurora, Ill.; L. A. Baker, Herring-Curtiss Co., Hammondsport, N. Y. E. J. Lonn, Great Western Mfg. Co., Laporte, Ind.; J. W. Henry and J. J. Oliver, Vim Cycle & Hardware Co., Buffalo, N. Y.; C. R. Waters, Marvel Motorcycle Co., Ham-

mondsport, N. Y.; J. C. Ferguson, Eclipse Machine Co., Elmira, N. Y.; P. R. Robinson, New York Sporting Goods Co., New York, N. Y.; G. W. Nock, G. W. Nock Co., Philadelphia, Pa.; J. B. Tucker, Tucker Wood Work Co., Sidney, Ohio; F. M. Germane and T. J. Heller, Standard Roller Bearing Co., Philadelphia, Pa.; R. A. Pickens, American Motor Co., Brockton, Mass.; B. W. Snowman, Diamond Rubber Co., New York; T. Weigele, Diamond Rubber Co., Akron, Ohio; E. Van Benscoten, Omaha Rubber Co., Omaha, Neb.; C. W. Griswold, S. B. Roby Co., Rochester, N. Y.; H. J. Thomas, Syracuse Rubber Co., Syracuse, N. Y.; G. H. Greiss, Philadelphia, Pa.; W. E. Foskett, Albany Hardware & Iron Co., Albany, N. Y.; H. Horton, New Haven, Conn.

De Witt Page, M. J. Horton, and T. N. Biddle, New Departure Mfg. Co., Bristol, Conn.; W. S. Gorton and W. H. Pirrong, Standard Welding Co., Cleveland, Ohio; C. J. Smith and A. R. Burr, C. J. Smith & Co., St. Paul, Minn.; L. M. Wainwright, Diamond Chain & Mfg. Co., Indianapolis, Ind.; W. Holland, H. Keidel & Co., Baltimore, Md.; David Smith, The Standard Co., Torrington, Conn.; J. W. Brandt, Troxel Mfg. Co., Elyria, Ohio; G. N. Empsall, Duckworth Chain & Mfg. Co., Springfield, Mass.; A. E. Goodby, Providence, R. I.; W. H. Grover, Norfolk, Va.; E. P. Weber, Boston, Mass.; C. D. Wight and Joseph Goodman, Bicycling World, New York.

Great Western Takes up Motorcycles.

The Great Western Mfg. Co., Laporte, Ind., which for some 20 years has been building bicycles, finally has taken the next logical step, which is to say, that it has commenced the production of motorcycles. They made the first move months ago, but until they were satisfied with their work, they permitted no mention of it to get into print. Early this week, however, E. J. Lonn, the active manager of the company, brought the finished Crown motorcycle—as it will be called—to New York and aptly, if unintentionally, displayed it at the Imperial Hotel. It proved to be an attractively designed, well finished machine, strongly suggestive of the Triumph, England's most famous motorcycle, on which, it is frankly admitted, it was patterned. It is of the double bar loop frame type mounting a 4 horsepower single cylinder ball bearing motor and employs V-belt transmission, with Eclipse free engine pulley, Brown & Barlow carburetter and magneto ignition. The wheel base is 58 inches. Only 26-inch wheels will be used, and choice is offered of either G & J or Morgan & Wright tires. A Corbin band brake constitutes the braking equipment.

Hub Removes to Larger Quarters.

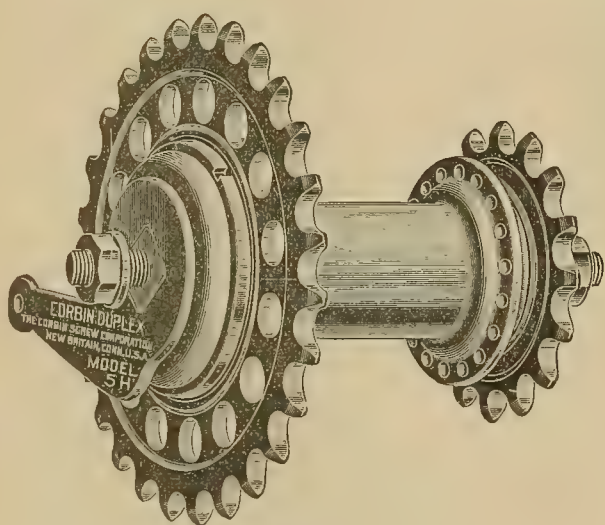
The Hub Cycle Co., Boston, Mass., who do both a retail and jobbing business, have removed from 285 Hanover street to 42-44 Portland street. The new quarters provide a considerable increase of "elbow room."

THE CORBIN

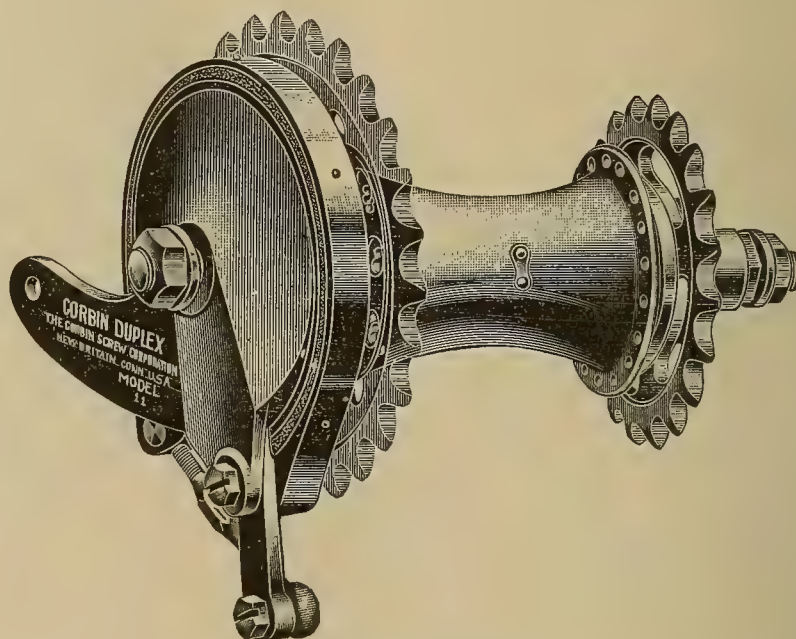
was

The First Coaster Brake

able to stand up under the hard usage
of motorcycles and excepting only the



Standard



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Corbin Back-Peddalling Band Brake

there never has been produced anything
that equals it.

Facts are Stubborn Things and Outweigh
a Ton of Assertions and Claims.

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NEW BRITAIN, CONN.

LICENSED COASTER BRAKE MANUFACTURERS.

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NEW YORK, JANUARY 15, 1910.

"Enclosed please find renewal of my subscription for the Bicycling World and Motorcycle Review for 1910. It's a great paper and I can't get along without it. It is always chockful of good things which I like to read."—George W. Fenner, captain Syracuse (N. Y.) Motorcycle Club.

The Benefits of Getting Together.

The good results which come of "getting together" and reasoning together, or even luncheon together, were never better illustrated than by the meetings of the several trade associations which occurred in New York during the present week.

They were in the nature of trade tonics, and, while much more was accomplished, if they had served no better purposes than the promotion of the good cheer and good feeling that so abundantly grew out of them, and which was so observable, they were worth all the time and effort that they cost. He is a pessimist indeed who attended any of the meetings or the joint luncheon and who departed without feeling more inspired and in no better frame of mind.

The luncheon was a truly happy occasion. In its way it was quite as happy as the big midsummer trade gatherings which formerly were held at Atlantic City and which, thanks to the Cycle Parts and Accessories

Association, are to be revived. They are well worth while and that organization deserves no small credit for its action in the matter. If they did nothing else, the direct and indirect good results of that annual co-mingling of the kindred trades is sufficient to justify the existence of the respective associations.

The opinion expressed at the joint luncheon that the Cycle Manufacturers Association should be brought to life again, is very much to the point. It should not be permitted to pass unheeded. It is a reflection on the cycle manufacturers that they alone of all those engaged in the industry are unable or unwilling to flock together. They can do so if they but will. Let prices and stripped bicycles, which were the rocks on which their association split, be religiously avoided. Let them organize for the purposes of good cheer and good fellowship, if for nothing else. The game is worth the candle. The benefits of getting together at least once each year are greater than some of them may fancy is the case. It will help them and it will help the business in which they all are interested and concerned. Those objects surely are worth striving for.

Big "Leaks" in Repair Departments.

Any dealer who so far has been able to make his repair department pay has been both wise and fortunate. And those who have lost money on this feature of their business have not necessarily been guilty of poor management.

One of the biggest difficulties is that of drawing the line as to what adjustments and repairs should be charged for as against those which come under the general head of "taking care of the customer." There are many little things which seem so small that an owner would be somewhat put out if they were charged for, but which in the aggregate make a big annual cost. Competition and a desire to hold the good will of customers often leads dealers to be more than liberal in larger matters as well, in many cases doing without charge expensive repair jobs that by rights should be charged to the manufacturer of the machine or to the owner himself, through whose carelessness they were made necessary.

As the various defects in motorcycles have been eliminated by the manufacturers, and the owners as a class have become more intelligent in the handling and operation of their machines, this making of free repairs should have been curtailed. Instead

of lessening, however, it has seemed to be on the increase, through the striving of competing dealers to make and keep as many friends as possible.

Each dealer has been afraid to stiffen his backbone and demand the compensation that is due him for "going over" and repairing his customers' machines, entertaining a fear that they might become disgruntled and might "knock" both him and the line he handles.

If the "big fellows" in all lines of business have the intelligence to drop their rivalries and jealousies when it comes to matters which can be handled to their benefit by co-operation, it is obvious that others profitably can take a leaf out of their book. It is time, therefore, that the dealers in every city and town get together and at least talk over the situation, with a view to agreeing on what they will do and what they will not do in the way of free repairs.

In the cycle trade, the same condition of affairs once existed until the agreement of dealers as to a schedule of repair charges helped put an end to it. The agreed-upon schedule of charges in printed form was posted conspicuously in each dealer's establishment where all might read, and customers knew just what the standard charges were to be.

Any effort of the dealers to get together on questions of this kind will develop one or more haughty and independent souls, who will declare in effect that they will not be bound up by any agreements, and that they will run their own business in their own way and will fix their own charges. If the majority of the dealers prove to be of this temper, there will be considerable trouble about making much progress, but if they are not over one-third of all the dealers, they may be disregarded.

While at first it might seem that their refusal to come in would break the plan, in practical effect such is not the case. If they continue to do business at a scale of charges much lower than the standard, they ultimately go into the sheriff's hands, and it is only a question of waiting until they do so, however painful and irritating the wait may be. The more business they get at the low prices, the sooner the finish will come, unless the standard prices have been fixed much higher than they should be, or the low price men are wonders in their ability to handle repairs economically, and manage their finances with the genius of a wizard. If their prices are so much lower

as to prove attractive to any proportion of the owners, they will be crowded with business which will tax their capacity while they last, and they will not be able to take care of it all without further investments of capital and larger payrolls, both of which they will not be able to encompass. Consequently the better class of trade will be willing to pay the standard prices to the organized dealers in order to get their work done properly and at the time that they want it.

An agreement on a fixed schedule of prices, however, does not wholly solve the repair department difficulty. Even with favorable prices and a cutting out of free repairs, considerable vigilance still is required to show a profit instead of a loss.

Very similar to the free repair evil, there is likely to remain the habit of permitting owners to come into the place and do their own tinkering and repairing with the facilities to be found in the repair shop. They temporarily monopolize the vises, bench tools, wrenches and other equipment of the place and not infrequently seriously interfere with the work of the regular paid repairmen. One western firm of motorcycle dealers has hit upon a radical solution for their troubles with the owners in this respect by providing a separate room for them, apart from the regular repair shop, and to this they are restricted, though given the benches and tools which they ordinarily use.

If it be hard to tell customers directly that they should keep out of the repair shop, effective but non-offending hints sometimes can be given by putting up a gate or door with a "No Admittance" sign.

The old question of proper bookkeeping that will show up every item and the total of what should be charged to the repair department account separate from the general run of the business, and lacking expert knowledge, each one has to do it in the best way he can. If the figures are properly kept, they will prove illuminating and will be exceedingly helpful in saving the business from going into the hands of creditors, or in earning for the owner a bare existence.

Altogether the repair department is the biggest element of worry and danger in the retail dealer's business. There is no use in closing one's eyes to the conditions that exist, and if dealers present and prospective will face the facts, they will see the necessity not only for individual effort and attention to the problem, but for co-operation as well.

DEROSIER CUTS 100 MILES RECORD

Shaves Off Nearly Six Minutes, Whittler Falling When Victory Was in Sight—Amateurs Share Honors.

Had the timers been fully acquainted with the rules it is not improbable that a great many world's professional motorcycle records would have been erased from the sheets on Sunday last, 9th inst. As it was, Jacob Derosier and Fred Whittler—the former of Springfield, Mass., and the latter of Salt Lake City—succeeded in breaking the former records for the 30, 40, 50, 60, 70, 80, 90 and 100 miles marks, at the twice postponed meet held on the Los Angeles, Cal., 3½ laps Coliseum track.

The rules of the Federation of American Motorcyclists provide that the time shall be taken by miles up to and including 25 miles and from the latter distance to 100 miles by every five miles. Evidently the dizzy whirl affected the timers, as the times from 30 miles upwards were announced only by ten miles.

The 100 miles free-for-all professional race was the feature of the meet, and it generally was conceded that many records would fall, as the established marks had been made at the first 100 miles professional race held in America, that occurring upon the Los Angeles saucer April 18th last.

Happily, there was but one accident during the afternoon, this in the 100 miles race, and while it did not prove serious it was thrilling while it lasted. Shortly after the men had gone 80 miles, and when Whittler was two or three laps in the lead, he ran too high upon the banking of the first turn. The Salt Lake "pro" hit the top guard boards and the impact was great enough to throw him. The machine bumped down the incline and Whittler after it. The spectators thought Whittler was injured and a horde of them rushed toward him as he arose and hobbled toward the tape.

The mishap cost the Salt Lake man several laps, but he was fortunate in escaping injury. The sympathy of the crowd also went out to him a little when he was compelled to stop for gasoline, also when several laps in the lead.

Derosier complained of feeling ill before the race started but if so, he certainly handled his machine remarkably well, for he had to ride hard to defeat Whittler—which is proven, in that Derosier's margin of victory was only three-quarters of a lap. For a 100 miles race this was a remarkably close finish.

The other three starters in the century grind were Edward Lingenfelder (N. S. U.) of Alhambra, Cal.; T. M. Samuelson (Thor), of Salt Lake City; and Arthur Mitchel (Indian), of New Orleans. Lingenfelder's belt apparently was too loose, and although he remained in until the finish, he lost too many laps to ever have had a chance of re-

gaining them. Samuelson was at a disadvantage in having a single cylinder machine and Mitchel fell after going 45 miles. The real race was between Derosier and Whittler.

No records ever were in danger in the amateur events, comprising three in number. The first was for private owners using stock machines, with the exception of handlebars, and Niederhauser won from Montgomery and Butler in the slow time of 6:42. In the four miles handicap, Kittle, riding an Indian from scratch, won from Shafer in 3:33, while Bache took the 5 miles free-for-all, Kittle being the runner-up. The summaries:

Six miles for private owners, stock machines.—Won by R. Niederhauser, M-M; second, F. Montgomery, Excelsior; third, E. A. Butler, Excelsior. Time, 6:42.

Four miles handicap, free-for-all.—Won by Kittle, Indian; second, Howard Shafer, N. S. U.; third, Charles Balke, Thor. Time, 3:33.

Five miles free-for-all.—Won by Charles Balke, Thor; second, Kittle, Indian; third, A. Ward, Indian. Time, 4:06½.

One hundred miles, free-for-all professional.—Won by Jacob Derosier, Indian; second, Fred E. Whittler, Thor; third, Edward Lingenfelder, N. S. U. Also ran—A. Mitchel, Indian and T. M. Samuelson, Thor. Time by 10 miles:

Miles.	Rider.	Time.	Old Record.
30	Derosier	25:29	29:41
40	Derosier	34:08¾	38:55¾
50	Derosier	44:35¾	48:21
60	Derosier	53:07¾	57:51
70	Whittler	1:01:52¾	1:09:07½
80	Whittler	1:11:41¾	1:18:34½
90	Whittler	1:21:20	1:28:18½
100	Derosier	1:32:06	1:37:59¾

Motorcycle Pace for Ice Skaters.

That the motorcycle is restricted to no set seasons, but can be made to contribute to winter sport as well as summer pleasures is being demonstrated in a striking fashion at Long Branch, N. J., where it is being used for pacing skaters on the ice. The effect of motorcycle pace has long been taken advantage of in cycle racing for increasing the speed of the contestants and for record trials against time, and it appears to be equally potent in ice skating as a means for making faster work possible. The pacing of skaters has become a popular diversion on the Shrewsbury river, and several of the local skaters have been able to make record time behind the motor propelled bicycles. A Canadian amateur, paced by a high power machine, is credited with having done two miles in 3:28, and as a result, a motor paced skating tournament has been projected.

Schoonmaker Becomes State Commissioner.

W. R. Schoonmaker, of Arcola, has been appointed F. A. M. commissioner for New Jersey, to succeed A. J. Sicard, who resigned owing to his removal from the state. Previously Schoonmaker was state secretary.

NEW YORK SHOW BEARS OUT ITS PROMISE

Motorcycles Exhibited Disclose Even Greater Wealth of Improvement than had been Indicated
—Free Engines, Variable Inlet Valve, Mechanical Oilers and Interchangeable Ignition
Systems Among the Evidences of Remarkable Progress and Ingenuity.

"Satisfying" is the one word which best describes the exhibit of motorcycles contained within the automobile show in Madison Square Garden, New York, which closes to-night. While nothing radical or revolutionary is disclosed, the wealth of improvement and refinement is even greater and further reaching than had been forecasted. It is improvement of the satisfying sort, which if not so evident to the unpracticed eye, is of a character clear cut and distinct and inspiring to the faithful who long have seen in motorcycles that great utility which daily must increase.

The motorcycle section, as usual, occupies a part of the basement of the big building and though it is but faintly suggestive of the impressive Roman amphitheater which constitutes the decorative scheme of the main hall overhead, the basement is tastefully dressed and is both bright and cheerful. The ceiling is concealed by white bunting and the walls are covered with wide panelings of dark tan, divided by white uprights, in which a keen imagination may find resemblance to the great white Doric columns employed in the make-believe amphitheater upstairs. The sign over each exhibit is white with raised red lettering. No photographs of either the motorcycle section as a whole, or of any of the separate exhibits exist; the fire department regulations were more rigidly enforced this year and as a result the flashlights so necessary for securing photographs in such places, were sternly prohibited and repressed. Few of the 19 exhibitors of

motorcycles employ any particular "art or device" to attract attention to their wares. Although there are more cut-away engines than ever before, there is none of the "action," contributed by the use of concealed electric motors, which marked some of the

CENSUS OF THE SHOW.

Total motorcycle exhibitors.....	19
Bicycles	74
Side Cars	2
Delivery Tricycles	2
Tandem	1
Total machines	79
One cylinder	54
Two cylinder	23
Four cylinder	2
Total	79
Belt Drive { V 33 }	47
{ Flat . 14 }	
Chain Drive	25
Shaft Drive	7
Total	79
Battery Ignition	28
Magneto Ignition	51
Total	79
Automatic Valves	42
Mechanical Valves	37
Total	79
26-inch Wheels	30
28-inch Wheels	49
Total	79

former shows. The cut-away engines are of the sort that are mounted on stands and operated by small hand cranks; the man who would "see the wheels (the flywheels) go 'round" or the valves operate, must

needs turn the crank. The Indian, Yale, N. S. U., R-S, and M-M exhibits each includes a demonstrating device of this kind, while the flywheels of a Royal Pioneer, which are separately mounted, are made to revolve by the wind from an electric fan. These and a Harley-Davidson frame, cut away at the joints to disclose the nature and extent of the reinforcements are, so to speak, the only "side shows."

Except on Tuesday and Thursday, when the admission fee was doubled, the "residents" of "motorcycle row" have had no cause for complaint regarding the size of the attendance or the interest displayed. During both the afternoons and the evenings the crowds have been almost uncomfortably large, and the interest displayed has been of corresponding nature. The trade attendance also has been gratifying and at least one dealer came all the way across the continent to see the show. He is J. D. Alexander, of the Spokane Cycle and Mfg. Co., Spokane, Wash.

While as is always the case there are a few who have not done as much business as they had anticipated, generally speaking the exhibitors are well satisfied and there is no doubt that the results obtained far exceed in volume the sales of any previous show.

The number of exhibitors, 19, is the same as at last year's show, but the number of machines displayed is less by two—79 as against 81. The difference, of course, is too small to be noticed and conveys no significance.

TENDENCIES AND DEVELOPMENTS DISCLOSED BY THE SHOW.

Speaking of the motorcycle as such, it may be said that the most surprising model in evidence is a pedalless Indian, on which folding foot rests or running boards take the place of cranks and pedals, and on which a hand crank provides the means for starting; the new clutch and two-speed gear making this possible. Curiosity concerning this gear, however, has remained unsatisfied; its cover has not been removed and little more than that it is of the sliding type is known of it, and for reasons of their own

the Hendee company are not ready to have it fully described.

Frames.

Excepting the drop frame New Era, the diamond frame shaft driven S. D., the Pierce and Marvel, which latter two employ tubing of a size to permit of its use as oil and fuel tanks, and the Curtiss, all the machines employ the double bar frame of either the loop or the so-called keystone pattern, in the latter of which the diagonal

tube is cut away to permit the suspension of the motor. Generally speaking, frames already were so low that there was not much scope for alteration of their height; the extreme in this direction is marked by the Curtiss line in which all save the 17-inch frame has been discontinued. The great lengths to which wheel bases were being extended appears to have not only reached its limit, but now give indications of contraction; in at least two instances wheel bases have been shortened at least

one inch or more. The partial tendency toward 26-inch wheels which was observable last year appears to have died an early death; not many are in evidence and they are so little talked of, that the standard 28-inch wheel is in no danger of being displaced. On the other hand, knockout front axles have become practically universal within the twelvemonth. The separate two-legged stand is another thing that is gone if not forgotten. None is in evidence; the more practical and more wieldy stand with broad base and which is hinged to the rear fork has taken its place. Spring forks also have become universal and save the Indian and M-M laminated or leaf pattern, they all are of the compound plunger or the Sager double barrel type. The coaster hub brake still holds its own. The Indian, N. S. U. and New Era and Pierce "four" are the only ones employing band brakes, but as on several others the option of such brakes now is afforded, it may be said to have made some progress during the interval since the last show.

Power Plant.

In respect to engines the refinement is marked. The development of "big singles"—4 and 5 horsepower—and of correspondingly big twins—7 horsepower—is marked. The ball bearing has made advances as has the roller bearing, which latter now is used on four brands, Curtiss, Marvel, Racycle and M-M. It is in the enlargement of valves

and exhaust ports and exhaust pipes, and the refinement of the operating mechanism, however, that most attention has centered and it is this attention which has contributed much of the power increase. The mechanical valve of the overhead type has made distinct advance, but even such well known motors as the Thor, the Merkel and the Harley-Davidson still hold fast to automatics, while the Emblem has abandoned the mechanical for the automatic type. The Royal Pioneer alone has horizontal mechanical valves. The most notable and most interesting development in valves, however, is the variable inlet introduced on the Excelsior; its employment will be attended by no small interest. But the mechanical or automatic oiler constitutes the most important engine innovation. Introduced last year on the Merkel and the Pierce, it now appears also on the Indian, Thor, Excelsior, Curtiss, Marvel, R-S and M-M, and the ingenuity displayed in working out the several devices is as interesting as it is varied. There has been some enlargement of mufflers and one convert—the Thor—to the tail-pipe.

Transmission.

The increase in two-speed gears and free engine clutches easily is the most significant and far reaching of all developments affecting transmission of power and the use of motorcycles. Where last year only the N. S. U. exhibited a two speed and free engine de-

vice, there now is on view not only the N. S. U., but the Indian, New Era, Pierce and Reliance two-speed gears and the Eclipse and M-M free engine clutches; and as the N. S. U. and Eclipse devices are to be used on several other brands of motorcycles, the list really is longer and more impressive than appears. This state of affairs has brought about the undoing of the adjustable pulley, which at the last show gave evidence of popularity; it has been retained on but one machine, the Merkel, which, however, is of the number that will offer options on the N. S. U. gear and the Eclipse clutch. The V-belt has lost some ground; a few of those who previously offered it as an option having cast it out in favor of the wide flat leather belt. The belt driven models of the Indian and Thor which first were exhibited at the 1909 show and which then caused vigorous tongue wagging are this time as conspicuous by their absence.

Ignition.

In the matter of ignition, the magneto, of course, has continued to gain ground, but the coil and battery are far from being ousted. In this respect, quite the cleverest development is in the systems employed on the Merkel, the Harley-Davidson and the Emblem, which permit interchangeability of battery and magneto at will and with little trouble, a point of advantage both from the manufacturing and the owners' side.

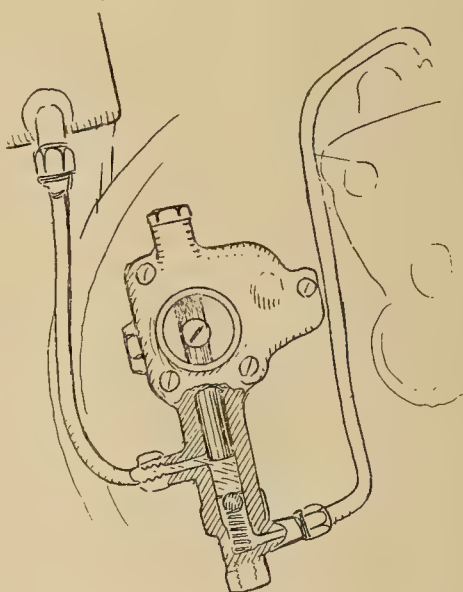
THE IMPROVEMENTS AND DEVELOPMENTS DESCRIBED IN DETAIL.

ORIGINALITIES IN THE INDIAN.

In their two speed gearset with free engine, a mechanical oiler, a cradle spring fork, and a new four horsepower single, which will be the only member of the tribe to wear a belt, and that a flat one, the Hendee Mfg. Co. present a formidable array of new features in addition to the numerous refinements which have been incorporated in the other big and little Indians for 1910. The two speed gear naturally takes precedence as the ranking feature of the new developments, and is presented as the result of three years study and experiment of the requirements necessary to the attainment of a simple, reliable and durable mechanism of this class. It is presented in its present form as an exceptionally neat and compact mechanism of its kind, the gears always being in mesh and being locked to give either the direct drive, or the countershaft reduction by a sliding sleeve with dogs on either end. These dogs are undercut to prevent stripping of the gears, by making it impossible to change them while the clutch is engaged. All of the drive shafts are carried on liberal ball bearings. The clutch is of the two plate type and is held in engagement by a 100 pound spring, the end thrust of which is taken by a radial bearing at the other end of the line shaft.

Provision is made for starting the engine with a crank which engages a dog cam on

the left end of the clutch shaft, the crank being removed when not in use. Speed changes are made with a small hand lever



INDIAN MECHANICAL OILER

mounted on the top frame tube and which transmits motion to the shifting link through wires enclosed in metal tubes. The gearbox is mounted on a dropped section of the rear forks, in the position usually occupied by the countershaft eccentric and housing. Cork inserts are placed in the large sprocket ring which is carried between

the clutch plates, the cork permitting the clutch to take hold smoothly. It is engaged or released by a double acting foot pedal on the left side while a pedal on the right is connected by rod and toggle to a lever which operates the band brake on the rear hub. No revolving pedals, cranks or starting chain are used, footboards being provided instead; these are hinged and may be folded inward when desired. In the space above the gear box between the seat mast tube and the rear guard is placed a neat metal tool box, this being the first time that such a container ever has been, regularly fitted to an Indian. On the 4 and 7 horsepower models which will be the only ones to be fitted with the two speed for the present, the oil tanks are recessed in the back to enclose the seat mast tube, and are of greater depth which gives a slightly larger capacity than on the standard machines.

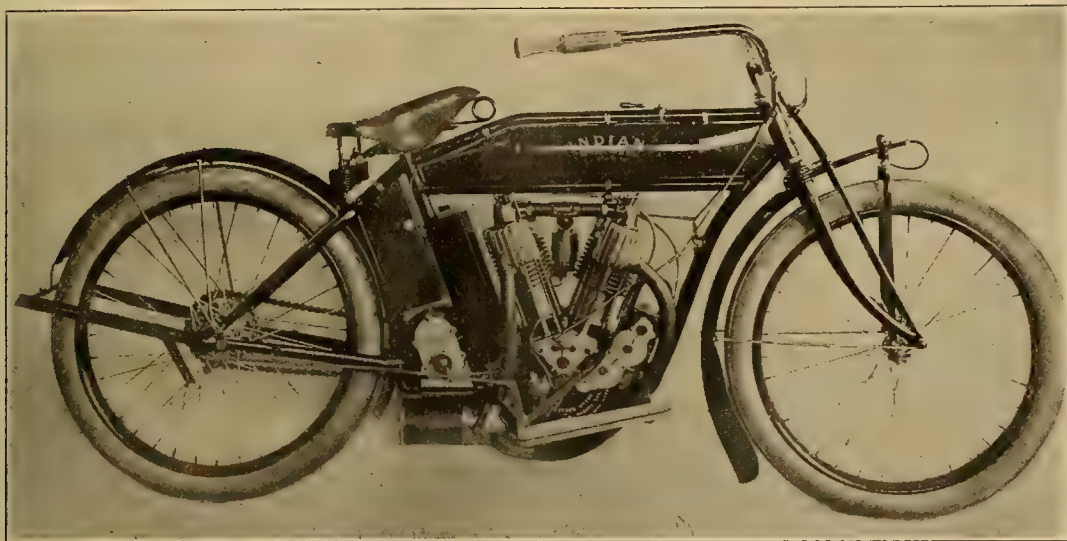
There is no more important element connected with the operation of a motorcycle engine than the matter of lubrication, and that the Indian people have a full appreciation of this fact is apparent in the design of their mechanical oiler. It is located on the right side of the engine to the left of the cam case and consists of a plunger operated by an eccentric which receives its motion through a worm; the worm which is so cut as to revolve very

slowly in relation to its driving member, is actuated by a screw, which in turn takes its drive from a spur gear mounted on its inner end and meshing with the main shaft pinion. Its operation is as follows: On the up stroke of the plunger a vacuum is created in the pump barrel and oil is drawn in through a tube leading from the supply tank; on the downward stroke of the plunger it cuts off the inlet from the tank and forces the oil in the barrel through a tube leading to the top of the cam case. A ball check valve is placed at the pump outlet to prevent any of the oil being drawn back

leaves wherever possible. The only holes in the leaves are a pair of small ones at the rear corners, through which a couple of bolts are passed to fasten the leaves to the under side of the fork crown; where the leaves protrude past the front edge of the crown they are fastened by a clip. The forward end of the spring which is turned under is supported by a cross arm on a pair of upright tubes. At their lower ends these uprights are carried on the rear arms of a pair of bell cranks, the axle being carried in the center of the cranks, and the fork extremities attached to the forward arms of

In the crop of refinements, ever plentiful in all new Indians, are found a more symmetrical arrangement of the forward exhaust tube on the 7 horsepower twin, an improved balanced air sleeve in the carburetter making for greater flexibility and more rapid acceleration, a ball bearing magneto with springs to take up side thrust of the armature shaft, and improved snap oilers for the magneto bearings. The condenser now is placed on the armature shaft, which permits of shorter leads, and reduces the resistance with a corresponding increase in the intensity of the spark. The condenser is quickly accessible by removing an aluminum snap cover plate on top of the armature housing. The carbon brush holders which formerly were moulded with locking threads which often chipped and gave trouble now are cast smooth with a taper shank and shoulder and are locked by a split threaded brass collar. Triple annular ball bearings are used on the drive side in all engine main bearings, and all cylinder heads tapped for two spark plugs. The hand pump has been brought higher up on the tank making it more accessible. On the two speed models the eccentric housing is separate from the frame and is detachable to allow of the gear box being substituted if desired.

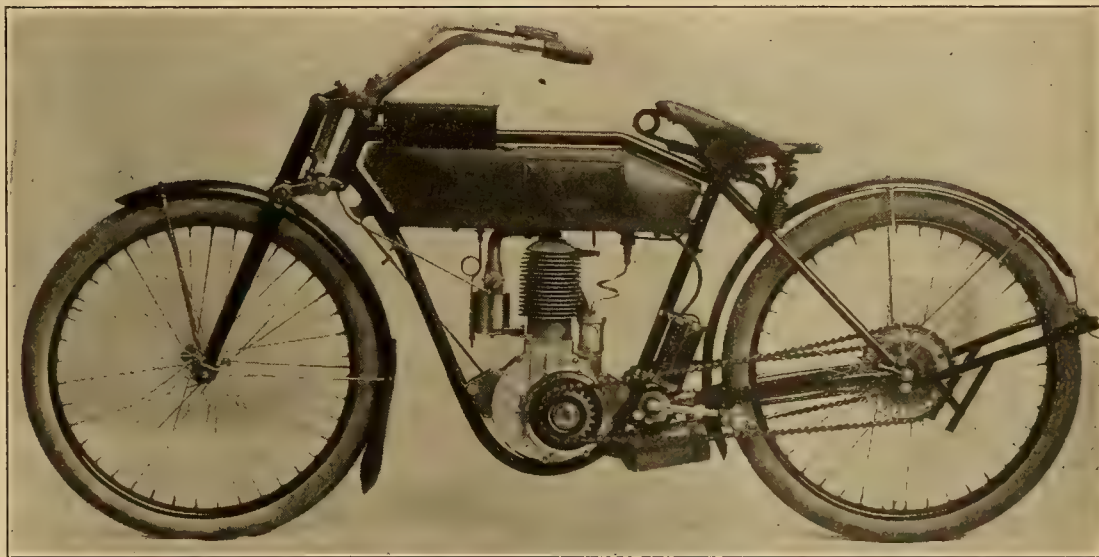
Improvement also is noticeable in the one piece dust cap and anchor arm for the toggle on the band brake, the wider guards and



PEDALLESS INDIAN SHOWING TWO-SPEED GEAR AND MECHANICAL OILER

on the up stroke of the plunger. When the oil reaches the top of the cam case it drops down among the cams, rolls, levers and bearings thoroughly lubricating them and passing on to a pocket in the bottom of the cam case. There is but one outlet from this pocket and that is through a passage drilled through the main shaft, from which the oil passes through a diagonal channel in the fly wheel to the crank pin bearing. When the oil enters the main shaft its future movement is controlled by centrifugal action, which forces it through the passages to the crank pin, and thus completes a most ingenious system of automatic and positive lubrication. The stroke of the plunger is adjustable to permit of varying the amount of oil fed to the engine, and the pressure of the pump is said to be sufficiently strong to throw a stream 50 feet, so that there is small probability of failure of the lubrication through clogging of the oil leads. The regular hand pump is retained, not because of lack of faith in the automatic device it is explained, but as a convenience to supply extra oil on special occasions.

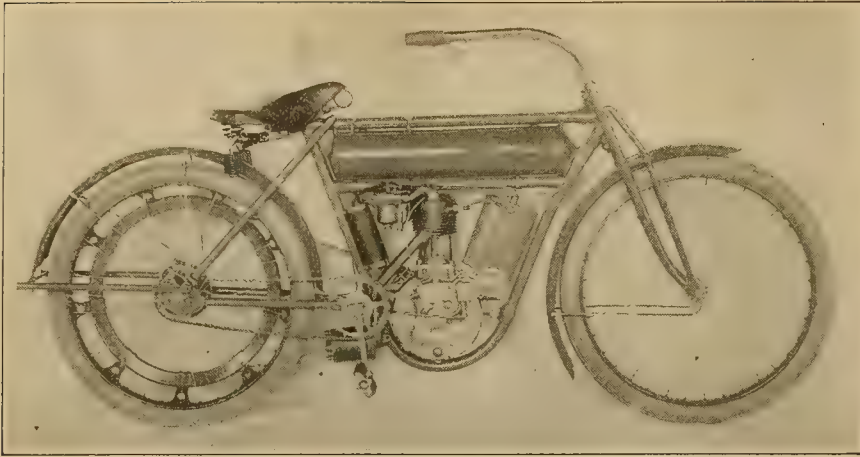
In the prolonged quest for a suitable type of spring fork, requisition again was made on the automobile maker, and from him was borrowed the scroll quarter elliptic laminated spring which forms the prime component of the new Indian cradle fork. The fork proper is of the rigid pattern which was used on the early Indians, and is trussed throughout its length. In the attachment of the four leaf vanadium steel spring to the fork crown clever designing is discerned, in the avoiding of piercing the



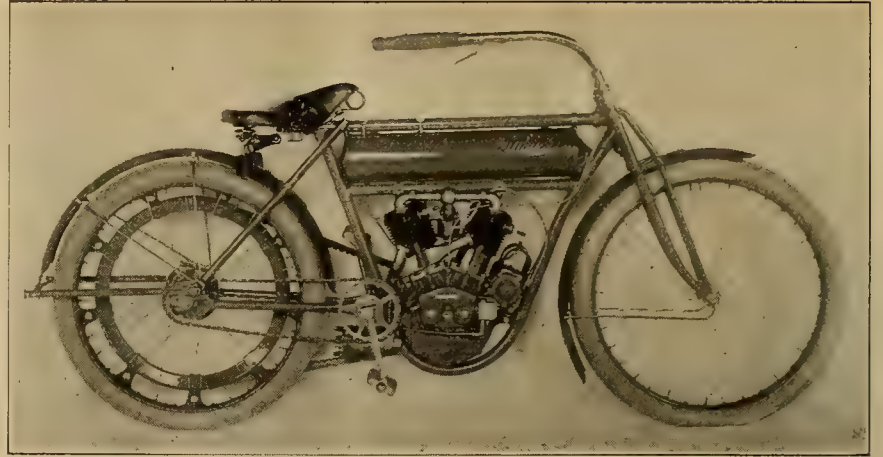
THOR IV, 4 HORSEPOWER SINGLE

the levers. By this method of suspension the road shocks are received by the forks in the plane in which they travel, and are absorbed in a smooth and easy manner. Violent rebound also is taken care of by a shock absorber which consists of a cross bar surrounded by a rubber roll, the whole being mounted on the top of the upright tubes which are cambered just above the top of the tire, to a degree necessary to harmonize with the width of the spring. On the reaction of the spring the rubber roll comes in contact with the top of the leaves thus limiting their travel. The springs also are clipped at their forward ends and oil holes are provided in the shackle bolts, while lubrication of the bell cranks is taken care of by compression grease cups.

greater clearance between the guards and tires and between the fork sides, in the larger steering head and bearings and the improved lever and pivot on the grip control. In place of the two legged stand which previously was employed, there has been brought out a stand that is worthy of the name. It is of U section built of "D" tubing and is pivoted on frame lugs, thus permitting it to remain in action when the rear wheel is removed. When in action it rests against two stout studs brazed to the sides of the rear forks, and when out of action is fastened to a latch on the end of the rear guard. The compensating sprocket load now is taken on pins of generous size, thus relieving the adjusting bolts of this strenuous work, and allotting to



MERKEL 4 HORSEPOWER SINGLE



MERKEL 7 HORSEPOWER TWIN

them their proper function of maintaining the tension of the friction plates. Tongue washers also have been placed between the adjusting nuts on the outer plate to prevent them turning in unison when they are tightened.

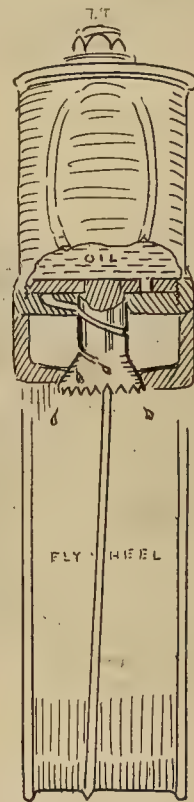
WHEREIN THE THOR IS IMPROVED.

While the unsophisticated well might be pardoned for expecting to find a four cylinder machine at the Aurora company's stand in view of the mysterious style of advertising with which they have ushered in their new model, this clever ruse has its culmination in the big single christened the Thor IV, which has been brought out to lead the Thor brigade for 1910. In its frame lines it shows evidences of the touch of the refining hand, which has wrought a graceful loop, slightly lower than before, giving a lower motor position, and the saddle position also has been brought nearer terra firma. The fork is the well known and distinctive Thor pneumatic, and the steering head bearings are larger and of the four point type. An inspection of the engine reveals several new features foreign to past Thor practice, prominent among which is the casting of the cylinder and head in one piece, which is given a gun metal finish. The mainshaft is mounted on generous sized roller bearings, while bronze is used in the connecting rod. The inlet valve is automatic and both valves are of large area and have an improved type of spring collar retainer instead of the usual key. On the inlet valve is fitted an adjustable collar which permits of a variation in the spring tension and amount of opening; the exhaust valve stem has an adjustable shoe to compensate for wear between the end of the valve and the pushrod. The inlet pipe and dome are made integral, eliminating one joint and reducing the liability of air leakage upsetting the quality of the mixture. The circuit breaker, automatic switch and auxiliary valve release have been improved in design and construction and operate with less effort than formerly. A new muffler is used and is carried under the hanger. Its silencing qualities are further enhanced by the affixing of a long tail pipe, which trails rearward beneath the right rear fork member.

The most distinguishing feature of the machine is the double oiling system, one of the gravity sight feed method and the other a mechanical pump of original design. In the latter system oil flows from the tank to a glass barrel oil cup on the engine base and in the rear of the cylinder. Beneath the cup and inside the crank case is an internal gear plate, cup shaped with teeth downward embodying a disc, with gear teeth cut on its outer edge. This disc is connected in the

hole in the gear disc is filled with a quantity of oil. Continuing its revolution and being absolutely cut off from the supply of oil in the cup this oil is carried to the opposite side, where two holes at the bottom of the cup again register with the disc, and through centrifugal action, aided by a spiral groove in the pinion shaft and a fan shaped groove in the pinion the oil is sucked from the lower portion of the cup and thrown in between the fly wheels to the crank pin bearing. The gravity feed system is intended to be used as an auxiliary supply for special occasions, when additional oil is required.

The internal reduction gear is used with final chain drive and the compensating sprocket is embodied in the internal gear and runs in an oil bath. The shafts and bearings of the internal gear mechanism are heavier than heretofore. The coaster brake is of Thor construction and of new design with a 50 per cent increase in braking surface. The brake arm is designed to slip into a loop or bracket in the frame tube, thus dispensing with any clips, and facilitating the removal or replacement and adjustment of the wheel. The handle bar stem is drop forged and is keyed and pinched by three bolts to obviate any possible tendency of the parts to twist or turn out of line. The standard form of ignition is by battery and coil with a magneto offered as an extra. The other models, which are practically unchanged from last year, are the the $3\frac{1}{4}$ horsepower single and the 6 horsepower twin. The latter may be had with either chain or belt drive and battery or magneto ignition, while the single will be chain driven only, but will be optional as to the style of ignition.

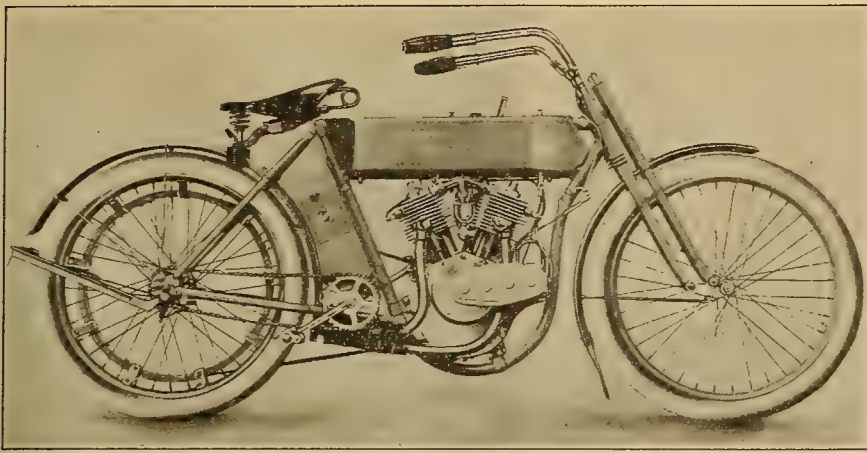


THOR MECHANICAL OILER

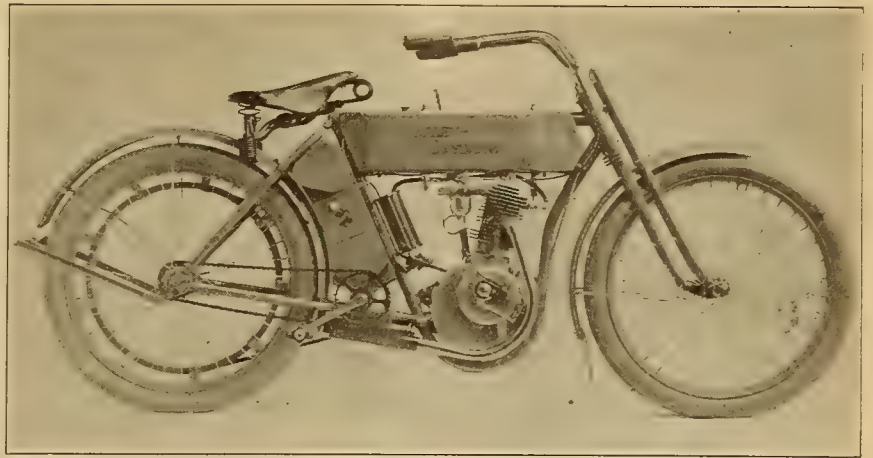
center with a gear eccentric which is forged integral with a shaft leading to and driven by a worm on the fly wheel. Due to the pitch of the worm the travel of this shaft and pinion is quite slow and the upper eccentric section rotates the disc inside the internal gear cup, which on account of its connection through gear teeth with the cup again, is still further reduced in rate of rotation. As the motor revolves the gear disc also revolves slowly and the hole in it registers at certain points in its revolution with a series of holes in the top of the internal cup. While registering with these holes and through its peculiar action, the

BETTERMENT OF THE MERKEL.

An interchangeable ignition system on the new 4 horsepower single, and the placing of ball bearings in the big ends of the twin connecting rods are the most notable advances in the Merkel machines, which are distinguished by the self-contained spring frame and spring fork, the ball bearing engine and mechanical oiler, which have been its characteristics. The 4 horsepower single, which succeeds the $3\frac{1}{2}$ horsepower model of last year, resembles its prototype through-



HARLEY-DAVIDSON 7 HORSEPOWER TWIN



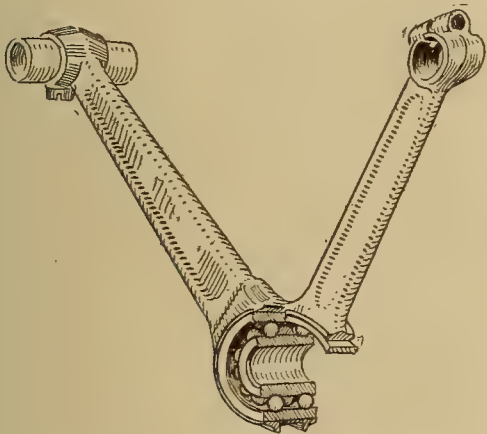
HARLEY-DAVIDSON 4 HORSEPOWER SINGLE

out, with the exception of minor refinements which have been introduced. Improvements in the carburetter have rendered it more efficient and the muffler also performs its functions more quietly as a result of the attention which it has received.

Slight changes have been made in the mechanical oiler, which showed the way in this respect last year, and its efficiency now is enhanced. In the basket of new things also is found

base on which it rests, and which latter is separate from the main supporting platform, the magneto may be substituted, and takes its drive from the same gear which formerly operated the timer shaft for the

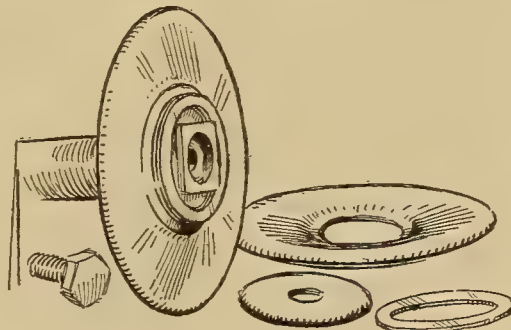
4 and 5 horsepower models. In addition, of course, the 7 horsepower twin, which has the same cylinder dimensions as the smaller single, that is to say, 3 5-16 by 3 1/2 inches, also is shown. The bore and stroke on the 5 horsepower machine are 3 1/2 by 4 inches, respectively. Upon all models, the magneto, which is mounted on a bracket cast integral with the front side of the crank case, is driven by a train of five spur gears,



MERKEL TWIN CONNECTING RODS

an adjustable pulley with a detachable outer flange, and a set of spacers which provide three changes of gear ratio. For magneto ignition the Bosch instrument has been adopted exclusively, and will be the only system fitted to the twins.

On the single the battery system, in which two cells are used to furnish current, may be changed over to a magneto in short order. By removing the battery case and sub-



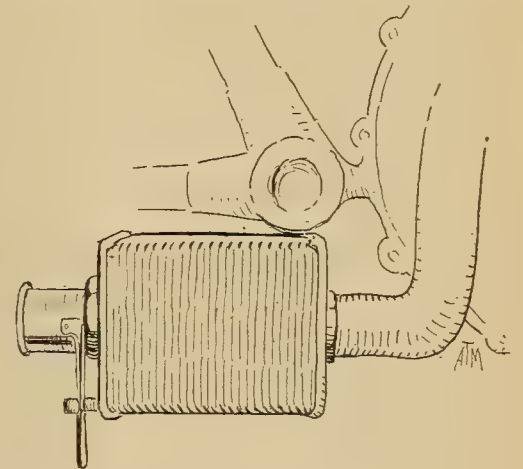
MERKEL ADJUSTABLE PULLEY

battery system, this latter shaft passing through the sub base under the battery case and the timer being mounted on the left side.

Anticipating a demand for the free engine and two speed gear the Merkel people have arranged to supply the Eclipse clutch and the N. S. U. two speed to those who want them. All of the Lights which are the chain driven members of the family have been extinguished with the exception of the 2 3/4 horsepower single, which has undergone refinement only in the grip control.

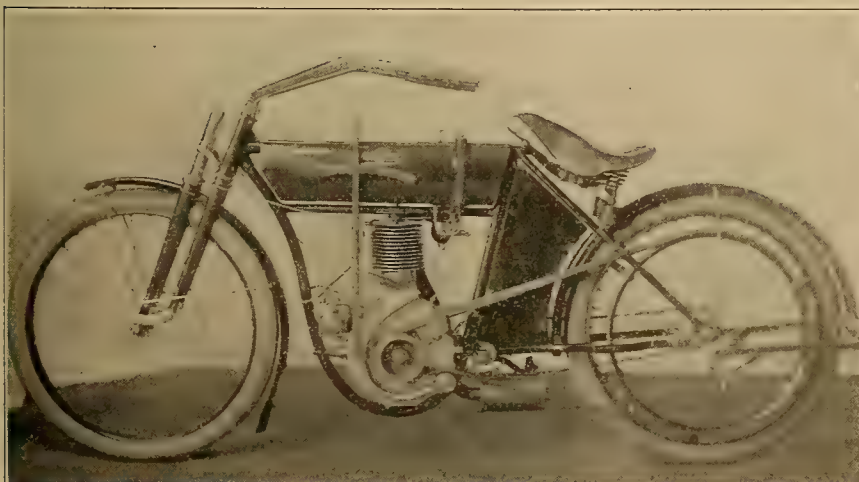
REFINEMENT OF THE EMBLEM.

Exhibiting the radical and original feature of interchangeable and dual magneto and battery systems of ignition, the Emblem single cylinder machines are shown in both

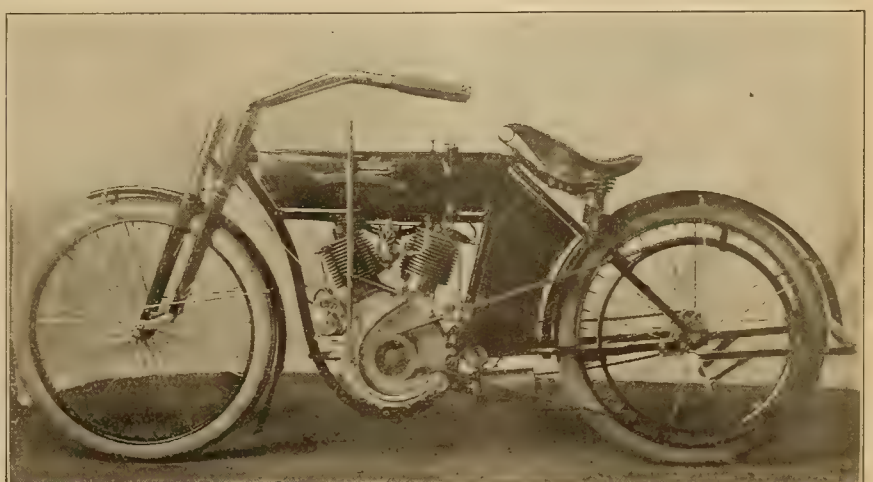


EMBLEM MUFFLER

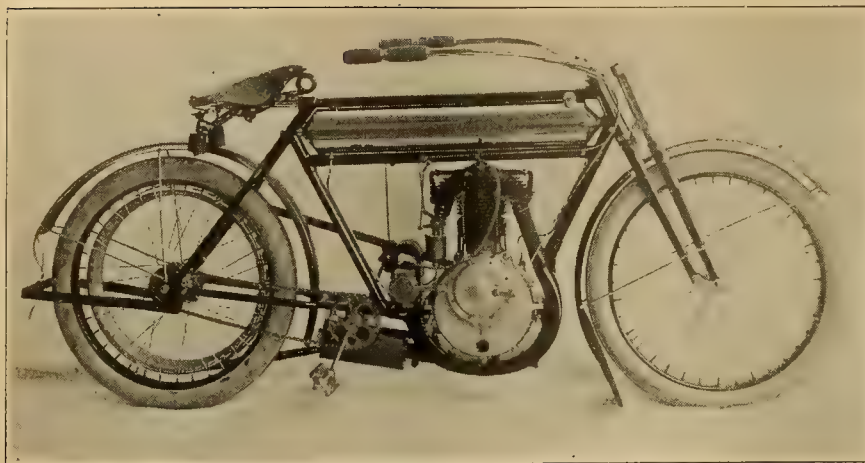
which are enclosed. Upon either of the singles, the mere substitution for a plain cover plate which encloses the cam shaft and two-to-one gears of a special plate which mounts the contact breaker, permits the application of what is practically dual ignition; that is to say both battery and magneto, the arrangement being such that either system may be used at will, merely by altering the connection to the spark plug.



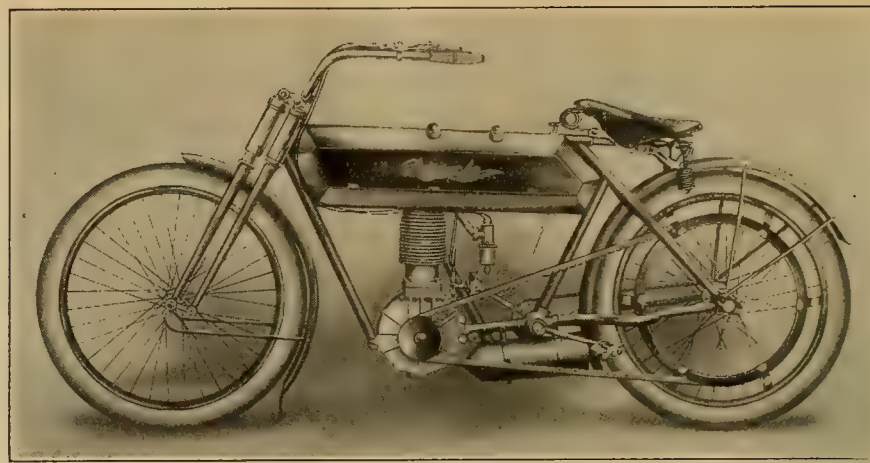
EMBLEM NEW 4 HORSEPOWER SINGLE



EMBLEM NEW 7 HORSEPOWER TWIN



ROYAL PIONEER 4½-HORSEPOWER



NEW RACYCLE 4 HORSEPOWER

In general the twin cylinder model is equipped with the magneto only.

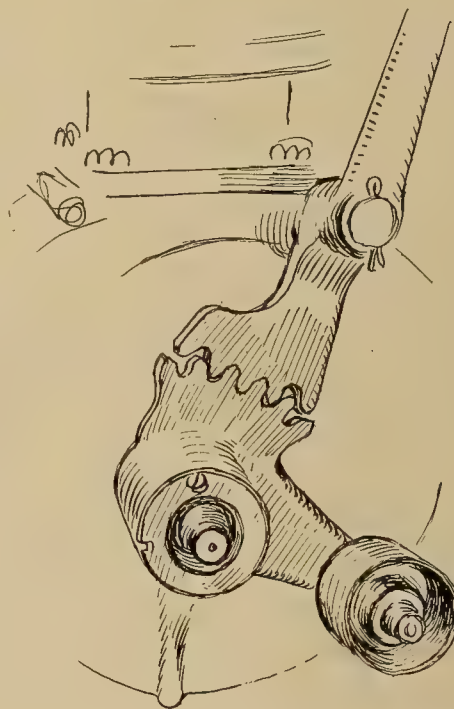
The Emblem models are entirely new this year, but embody a number of original features which were employed on the former line, such as the special, triangular internal reinforcement for the frame tubing. The loop frame, however, is of new design, as is the automatic inlet valve which replaces the mechanical valve formerly used. The use of V-belt or flat belt with lever controlled idler which gives the free engine effect, is optional on all models. The two singles, are equipped with the Eclipse pattern, motorcycle coaster brake; on the twin, the Corbin band brake is employed.

New features, which in general are applicable to all three models, are the use of ball bearing connecting rods, large valves and exhaust tubing, double stem handlebars, improved spring forks, of the plunger style; one-piece, seamless, combination copper tanks, with self-contained, transparent oil pump barrel; and horizontal seat post which slides into the top tube, but is dropped in the rear to allow for the popular low saddle position. Solid and liberally proportioned parts, and a general sturdy and reliable appearance are outstanding qualities which are characteristic.

HARLEY-DAVIDSON REFINEMENTS.

At first glance the new models of the Harley-Davidson, of which three are displayed—a pair of 4 horsepower singles equipped with battery and magneto respectively, and a 7 horsepower twin also magneto fired—are practically identical with last year's machines, so few have been the changes wrought. This absence of marked change, however, is an indication of seasoning and satisfaction that speaks its own piece. Foremost of the few alterations which have been found desirable is a new belt tensioner, which is of the sector type and has but three moving parts as against twelve in the former pattern. The idler arm is mounted on the engine shaft inside the pulley, and carries at its upper end a sector, which meshes with another sector on the lower end of the operating lever. The entire mechanism is remarkably neat and well designed and positive and removes the mechanism from exposure to possible injury by falls or otherwise. Flat leather

belts have been adopted to the exclusion of all other types, and the belts are wider than in the past. Increased engine flexibility has been secured by the adoption of a new carbureter of the Schebler automatic type, and although the engine rating remains the same, more power has been gained by the enlargement of the valves and exhaust tubes and valve housings, the latter now having



HARLEY-DAVIDSON BELT IDLER

more clearance. Increased cylinder cooling surface has been obtained by the addition of more flanges, which also are thinner and larger in diameter. A quick interchange of ignition systems from battery to magneto or vice versa is a feature obtainable on the singles. On the magneto model the cam-gear case cover, magneto driving gear case and magneto bracket all are an integral casting, which may be removed and in place of them substituted another cam-gear case cover which carries the battery circuit breaker and camshaft and driving gear. The magneto driving gears are of steel and run in oil. In the twin the wheelbase has been shortened three inches and the exhaust tubes made longer and more symmetrical before uniting as one.

The fork crown has been reinforced, and ball oilers placed on the lower rocker links.

Another refinement is the enlargement of the tank filler caps. A false bottom has been placed in the spark coil, which may be removed to adjust the tension of the springs in the switch key socket. This socket now is isolated from the winding to obviate any possible rupturing of the latter. Bosch magneto has been adopted as standard.

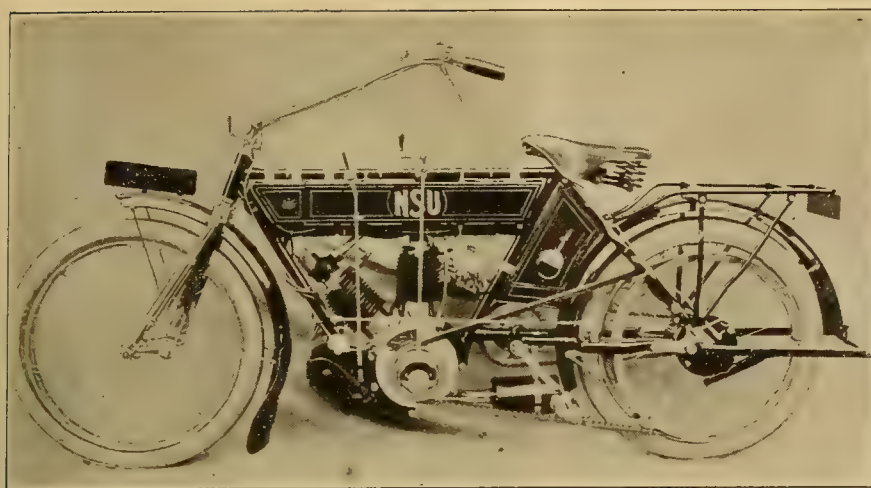
RACYCLE SUBSTANTIALITY.

Of the standard construction throughout, of approved lines and devoid of radical or sensational features, the Racycle makes its debut in its present form, although having been on the road during the greater part of a season. It is made in one model only, but two machines are shown, one with flat belt, the other using the V type. The frame is of the double truss straight line type, broken out at the forward lower section to take the engine. The front fork is of the compound plunger pattern, with triple springs, one of which acts as a recoil buffer.

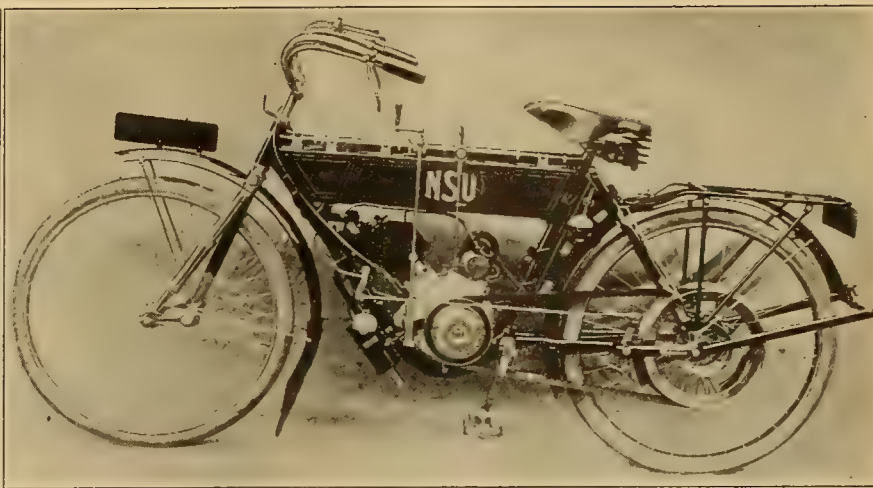
The engine is of single cylinder form set vertically, and supported at three points. Cylinder and head are cast integral and the main shaft is carried on roller bearings. Lubrication is of the gravity sight feed system. An imported B. & B. carbureter supplies gas, and the control is vested in Bowden cables, which are actuated by the grips, with separate handlebar regulation of the carbureter. Belt transmission is used, the option of flat or V types being afforded. Air cooling is not confined to the engine, for as its makers also produce the Musselman coaster brake with its distinctive flanged hub shell to radiate heat, that brake naturally is employed on the Racycle. A large compartment tank carried between the upper and lower truss tubes is divided into sections for gasoline, oil and batteries and coil. There is a reserve gasoline compartment of 3 quarts capacity, for emergencies. Wide guards fluted to obtain additional strength are fitted, and are secured by substantial braces.

THE ROYAL AND ITS DISTINCTIONS.

Only to the close observer is it possible to distinguish any changes in the Royal Pioneer of the present model over that of last year. Although two machines are shown both are alike, for the Royal Motor



N. S. U. TWIN



N. S. U. LIGHTWEIGHT

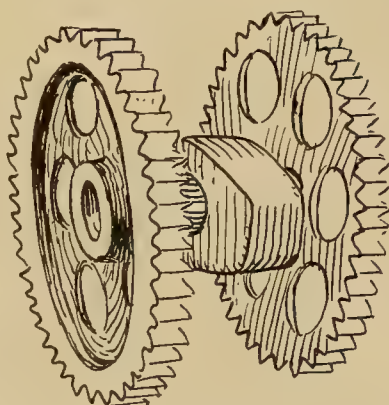
Works is another of those manufacturers who are committed to a single type. Of the refinements which have been found possible the most visible is a new type of handlebar of the modified V pattern. In its design particular attention has been paid to making them strong enough to withstand any strains which gymnastically inclined riders may put on them by throwing their entire weight on the bars, and to this end the stem is forged with integral extensions from solid stock, into which are brazed the tubes which constitute the bars proper. In the grip control, Bowden cables now are used and they are brought out of the bars near the head; at intervals along the frame they are held in clamps to prevent breakage caused by vibration.

Practically no engine changes have been made beyond the enlargement of the valve rocker bearings, and the placing of spring oilers on them, and the making of a series of passages through the flywheels and shafts so that the bearings are oiled by centrifugal action. The lower fork hinges are carried on roller bearings, and the front guard has been extended further forward to deflect dirt thrown up by the front wheel. A new stand of substantial construction has been fitted and is pivoted on lugs on the frame which permits of the rear wheel being removed, with the stand in action. When out of action it is held to the end of the rear guard by a double clip which obviates any tendency to rattle and further insures the stand remaining in place. An innovation of merit is the placing of a guard just above the magneto contact breaker and binding post, preventing it being damaged by the belt, or by the foot when pedalling. The crank hanger now is mounted on an adjustment, giving either high or low pedal clearance. The power rating remains the same 44½, and all the distinctive features of the original model are retained, including the horizontal and interchangeable valves which made the Royal one of the semi-sensations of last year's show.

NEWNESS IN THE N. S. U. LINE.

For diversity of models adapted to all sorts of conditions, the N. S. U. undoubtedly is entitled to first honors, eight different

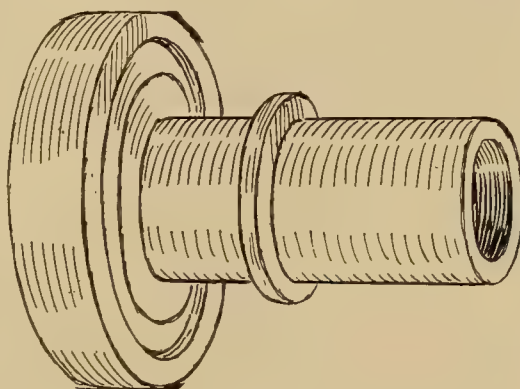
types of machine being displayed, not even this including the entire line. Three new models are disclosed, viz.: 2 and 4 horsepower singles and a 4 horsepower twin; while numerous changes have been wrought in the old line machines. The 2 horsepower



N. S. U. TWIN TIMING GEARS

single and the 3 twin have loop frames, while the others have the new keystone type of frames, which are lower than formerly.

The compound double barrelled plunger forks now are fitted to all models, excepting the new 4 twin on which a new type of fork is fitted. While also of the compound

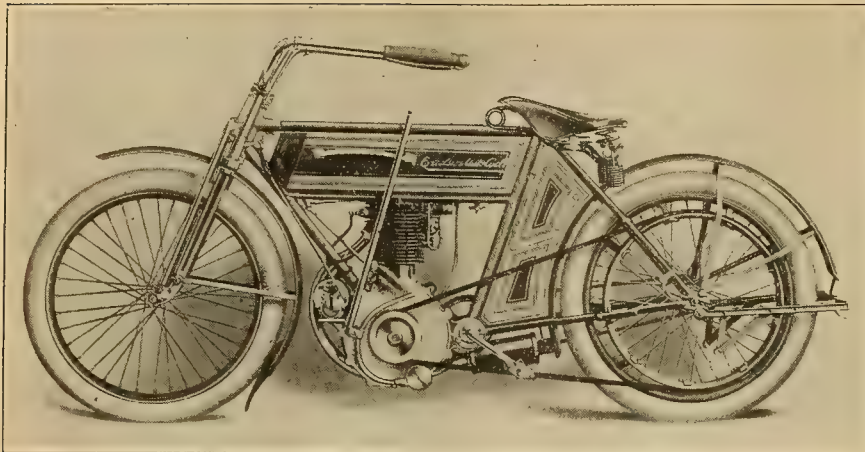


N. S. U. BRONZE AND BALL BEARINGS

type, the springs are carried on the stem of the forward member and the suspension of the main section of the machine is through a wishbone bracket. The new models all have the internal gear reduction with small rear pulleys, while of course the Shamrock-Gloria rubber V belt is the one and only form of final drive for the entire line. Another departure in the new-

comers is the mounting of the magneto on the engine base in back of the rear cylinder, while on the older machines these instruments are carried on a platform low in front, and are enclosed in leather hoods to exclude mud and water. The Bosch is the standard magneto on all models except the 3½ horsepower F. A. M. model, which is equipped with a low tension Eisemann, the current being stepped up through a coil. Excepting on the 2 horsepower single, all engines have mechanically operated inlet valves, of the overhead pull down type. The 4 twin is the high water mark in the exemplification of the long stroke engine; it has a sweep of 4½ inches. All engines have a new type of combination ball and plain bearing, the main shafts being carried in bronze and the flywheels revolving on imported double annular balls. There also has been adopted a new dome head piston with heavy internal ribbing, and an improved and more flexible carbureter. Contributing to cleanliness, there has been embodied in the driving pulley, a flange to catch any oil that may escape through the bearings, and which is returned to the crank-case. Splash lubrication is retained. Foot rests have been improved in design, and are fitted to all models as well as V shoe rear pulley brakes, which are operated by a separate pedal, while there also is a hand operated internal expansion hub brake.

The 3 horsepower twin which has proved one of the most popular models of the line in this country has been further refined by fitting a heavier frame and tires. All machines are fitted with a new type of modified V shape handlebars and a new muffler with cut-out, also has been adopted. Other new features are a stand hinged to the frame to permit quick removal of the rear wheel, a two piece quick detachable rear guard, leather splasher on front guard and dust guard over rear pedalling sprocket. Special rims are fitted which are adapted to either foreign or American tires. Now in its sixth year of service, the N. S. U. two speed gear and free engine clutch has been brought to such a high state of perfection that only slight refinements have been found desirable, and its efficiency is at-

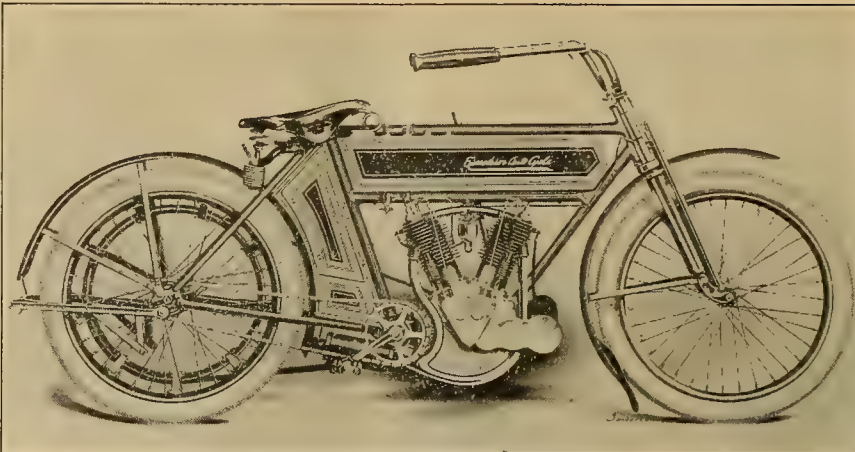


EXCELSION 4 HORSEPOWER IMPROVED

tested to by the fact of its adoption by five American makers for the coming season.

CURTISS CONTRIBUTIONS.

With an entire new type of engine embodying radical features never before applied to motorcycle construction, the Curtiss furnishes considerable food for discussion particularly among the mechanically inclined. The offset cylinder which reduces the cylinder wall thrust of the piston on the explosion stroke, and the valves in the center of the head and operated by a single



EXCELSIOR NEW 6 HORSEPOWER TWIN

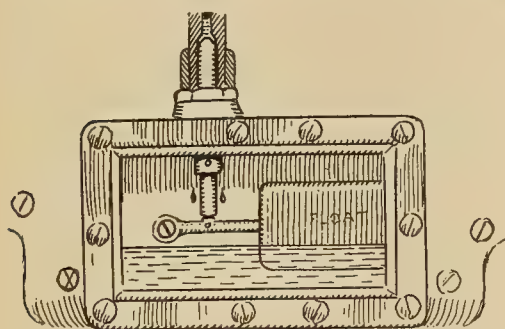
the frame, instead of with the straps formerly used. The Fauber hanger also has been adopted, and for the first time Curtiss machines will be regularly equipped with a cushion fork of Sager type, although of Curtiss manufacture.

EXCELSIOR DEVELOPMENTS.

Perpetuating all the well known features of its brother single, and embodying several new things as well, the new Excelsior

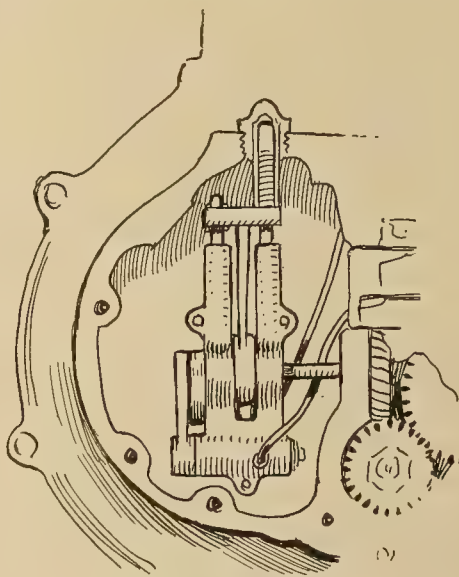
on the twin while on the single a Herz instrument is offered as an extra. To take care of the large thirst with which twins usually are gifted, an extra large tank has been provided and gas is fed through a Schebler automatic carburetter. Among the novelties which have found form in the twin are a parallel trussed handle bar, and a new tire tread consisting of the letters XLCR instead of the usual corrugations or beads.

Refinements are not lacking in the single. Among them are the lining of the rear pulley with leather, an adjustable bear-



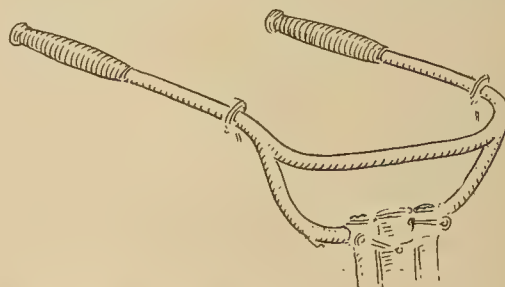
CURTISS FLOAT OIL REGULATOR

cam and rocker, are among its exclusive features. So efficient is the valve-in-the-head construction claimed to be that it is asserted that no increase in power is gained by the use of auxiliary exhaust ports in this type of engine. The cylinder and head are a unit casting, and the flywheels are very large and of the webbed or spoked type with great rim weight. Originality again crops out in the new oiling system which is of the automatic type. Oil flows by gravity from the tank to a pocket cast in the right lower side of the crank-case in which is a window to permit of observing the flow. In this pocket is a cork float and ball valve which automatically regulates the oil level in the engine to a predetermined height on the same principle as in a carbureter. It is claimed that the float will operate in all temperatures and that with this system the engine can be neither starved nor flooded. Frames all have been lowered and now are of the Wehman pattern, 17 inches high, which is a low water mark for motorcycle frames. All clusters and heads are one piece forgings. Tanks are of the unit type with double compartment and are carried above the top tube, and are fastened by bolts passing through



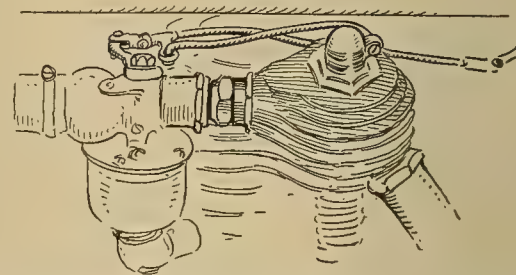
EXCELSIOR MECHANICAL OILER

6 horsepower twin which was uncovered at the Excelsior booth attracted no small attention. The engine is practically a "doubling up" of the single excepting that it employs mechanical inlet valves of the over-



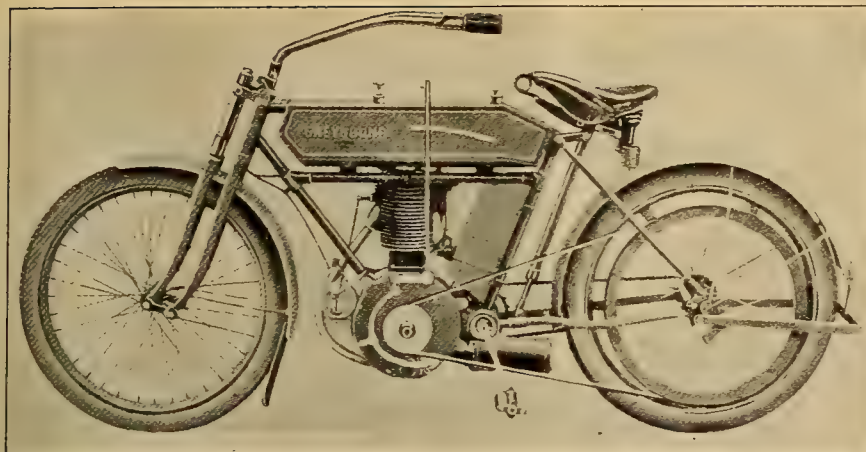
EXCELSIOR REINFORCED HANDLE BAR

head type. Of course, the transmission is by flat belt, with tension idler affording a free engine, the Excelsior people believing this form to be the most efficient. A Bosch magneto mounted on a forward platform on the engine base is the standard system of ig-

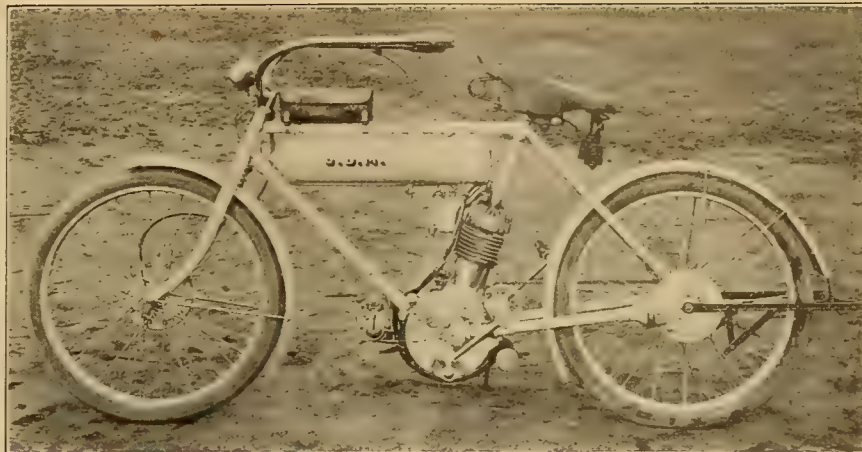


EXCELSIOR GRADUATED INLET CONTROL

ing washer between the cam case and circuit breaker case, an improved fulcrumed valve lift which raises the push rod clear of the cam when the grip is turned, and a double fork crown with internal reinforcement in the side members. Of the new developments the most prominent are an automatic oiling system and a "valve silencer" or graduated inlet valve device. The lubrication is effected through a double plunger pump which is located in a separate compartment on the right side of the engine base and which is driven by a worm gear off the main shaft. Oil is drawn from the tank to one pump, which forces it through a sight feed on top of the compartment, and back to the other pump, which in turn sends it to the right main bearing, from which point it is carried by centrifugal force to the other bearings. In addition to throttling the carburetter for slow speed the graduated inlet valve device also regulates the opening in proportion to the throttle position. By means of a revolving sleeve with an internal worm which is located in the inlet cage and is interconnected with the throttle, both work together and restrict the valve opening as well as the amount of gas drawn in. This further makes for economy as well as slow speed, and reduces the tendency of the



GREYHOUND WITH 4½ HORSEPOWER ENGINE



S. D. 4 HORSEPOWER WITH SHAFT DRIVE

engine to choke on quick throttle, and also reduces clattering of the valve at slow speed.

The Musselman air cooled coaster brake is used, and there has been incorporated in connection therewith a feature which will be appreciated by users, viz.: the use of a hollow axle with compressed grease cup so that the interior of the brake may be lubricated without taking it apart.

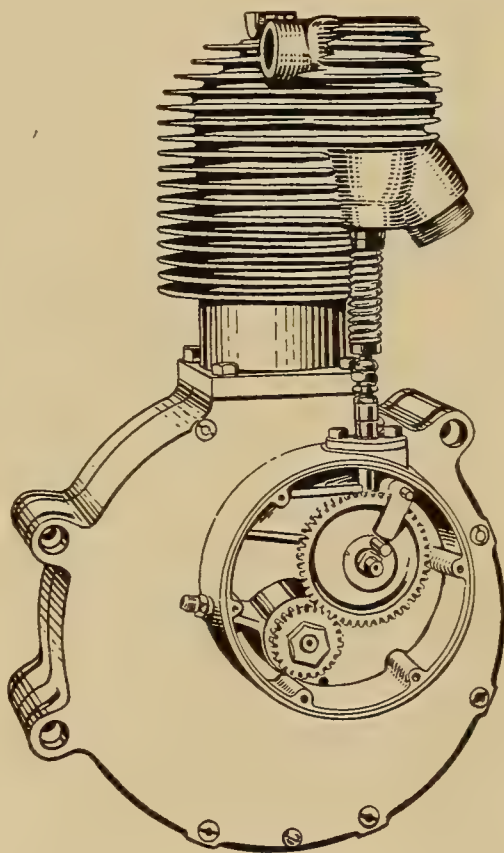
THE GREYHOUND REBORN.

Another exponent of the one model policy is the Greyhound, which although a descendant of the pioneer American motorcycle was shown in its present form for the first time. Since the last Garden show, the Greyhound has been redesigned from stem to stern, and retains but a few of the "earmarks" which characterized its ancestor. Comfort has been the dominant aim in the construction of the present machine, of which two are displayed, one with flat and the other with V leather belt. The frame is of the well known double bar type, with top tube dropped in the rear, but differs from all others in that it gives all of the advantages of a spring frame, while at the same time retaining the strength of a rigid one. This is accomplished by the patented shock absorbing seat post, which was one of the prominent features of its predecessor. It consists of a telescoping plunger working in a tube against a spiral spring, the lower end of the plunger rod being hinged to the frame and the upper end of the tube being yoked to a pair of links which are hinged to the seat post cluster. The seat post is placed in the tube and the whole device is situated in the rear of the regular seat mast tube. The front fork is of the compound plunger type, and attention is called to the positioning of the lower rocker links, so that all shocks from the front wheel are absorbed by the fork before reaching the rider. The rockers are carried on liberal sized ball bearings, insuring long life and easy action.

Simplicity and compactness are typical outstanding characteristics of the engine, which is of the single cylinder slow speed type and is mounted vertically in the straight line frame. Flexibility is said to be its chief attribute and it is claimed that it can be throttled to a walking pace with ease. The cylinder and head are cast

integral and the inlet valve is of the automatic type. With the flat belt a tensioner is used, affording a free engine, the linkage of which is so designed as to apply pressure centrally on the belt and permit of an even application of tension. The rear pulley is flanged to obviate any tendency of the belt

mission employed. Making its bow at a New York show, it achieves considerable prominence by reason of its transmission and the ingenious application of a shock absorbing device in connection therewith. In the left flywheel is embodied a series of compensating discs, the tension of which is regulated by six bolts; the discs slip under sudden shocks thus absorbing any jerks or jolts set up by the engine before they are transmitted to the bevel driving gears. By the removal of small plate on the side of the crank-case the tension of the discs may be adjusted to suit existing conditions; they are lubricated by splash from the base. The engine is set low in the frame in the position usually occupied by the bottom bracket and is supported at three points. The base is of cast iron and in the left half is incorporated the housing for the forward pair of bevel driving gears. The drive is by an enclosed shaft which is carried on ball bearings at both ends. The frame is of the true diamond type, the seat mast tube being detachable from the cluster, to permit easy dismantling of the engine. A double end torpedo tank slung beneath the top tube is used to contain oil and gasoline. Lubrication is by gravity feed to the base and then by splash. Front forks are furnished in either spring or rigid pattern as desired. The muffler is unusually small and compact and is hung beneath the crank hanger. Control is by double grip through Bowden wires with finger latch for compression release. Three models are exhibited, two with magnetos and the other with battery. Two sizes will be built 3½ and 4 horsepower respectively, the former being offered with either battery or magneto, and the 4 with magneto only.



GREYHOUND VALVE GEAR

to run off. The tank is of the combination type, of square section and also contains the batteries and coil when that form of ignition is employed. A magneto of Herz pattern is furnished at extra cost. Control is of the double grip type through Bowden wire connections.

Among the minor details worthy of note are the wide and sturdy guards, knockout front axle, and the mounting of the stand on the frame independent of the rear axle.

CLEVER DESIGNING IN THE S. D.

An excellent example of clean designing, is exemplified in the single cylinder shaft driven S. D., which is made in Brooklyn, N. Y., and takes its name from the initials of its makers as well as the type of tran-

CHANGES IN RELIANCES.

Showing evidences of numerous, but not radical changes, the Reliance exhibit consists of three machines, a 3½ horsepower single, 7 horsepower twin, and a 4½ horsepower single, the latter a new model, but adhering to the lines of its brothers in general construction. The top frame tube has been dropped at the rear, giving a lower saddle position, and the stand now is attached to lugs on the rear frame tubes, permitting the wheel to be removed without disturbing the stand. Following the general

SPECIFICATIONS OF THE MOTORCYCLES ON EXHIBIT

Machine	Maker	No. Exhibited	Price	No. Cyls.	H. P.	Bore	Stroke	Piston Disp.	Inlet Valves	Transmission
New Era	New Era Auto-Cycle Co.	3	\$325	1	5	3½	3½	33.67	Automatic	Chain and 2-speed
New Era	New Era Auto-Cycle Co.		375	1	5	3½	3½	33.67	Automatic	Chain and 2-speed
New Era	New Era Auto-Cycle Co.		275	1	3½	3½	3½	26.69	Automatic	Chain and 2-speed
S. D.	S. D. Mfg. Co.	2	250	1	3½	3¼	3¼	26.96	Automatic	Shaft
S. D.	S. D. Mfg. Co.		225	1	3½	3¼	3¼	26.96	Automatic	Shaft
Reliance	Reliance Motorcycle Co.	3	210	1	4½	3 7-16	3⅝	33.65	Mechanical	V-Belt
Reliance	Reliance Motorcycle Co.		250	2	7	3¼	3⅝	55.98	Mechanical	V-Belt
Reliance	Reliance Motorcycle Co.		200	1	3½	3¼	3⅝	27.99	Mechanical	V-Belt
Marvel	Marvel Motorcycle Co.	2	225	1	4 5	3¼	3⅝	30.07	Mechanical	V-Belt
Marvel	Marvel Motorcycle Co.		265	1	4-5	3¼	3⅝	30.07	Mechanical	V-Belt, 2-speed gear
N. S. U.	N. S. U. Motor Co.	8	230	1	2	2 15-32	3 1-16	18.50	Automatic	V-Belt under geared
N. S. U.	N. S. U. Motor Co.		250	1	3½	3 5-32	3 5-32	23.48	Mechanical	V-Belt
N. S. U.	N. S. U. Motor Co.		300	1	4	3 11-32	3 15-32	30.50	Mechanical	V-Belt
N. S. U.	N. S. U. Motor Co.		275	2	3	2 1-16	2 15-16	19.20	Mechanical	V-Belt under geared
N. S. U.	N. S. U. Motor Co.		340	2	4	2½	3 11-32	16.41	Mechanical	V-Belt
N. S. U.	N. S. U. Motor Co.		360	2	6	3	3 17-32	48.50	Mechanical	V-Belt
N. S. U.	N. S. U. Motor Co.		375	2	6	3	3 17-32	48.50	Mechanical	V-Belt
N. S. U.	N. S. U. Motor Co.		500	2	6	3	3 17-32	48.50	Mechanical	V-Belt
M-M	American Motor Co.	5	200	1	3½	3¼	3 43-64	30.50	Automatic	V-Belt
M-M	American Motor Co.		225	1	4	3¼	3 43-64	30.50	Mechanical	V-Belt
M-M	American Motor Co.		300	2	7	3¼	3 43-64	61.00	Automatic	V-Belt
Harley-Davidson	Harley-Davidson Motor Co.	3	210	1	4	3 5-16	3½	30.17	Automatic	Flat Belt
Harley-Davidson	Harley-Davidson Motor Co.		250	1	4	3 5-16	3½	30.17	Automatic	Flat Belt
Harley-Davidson	Harley-Davidson Motor Co.		300	2	8	3⅝	3½	53.38	Automatic	Flat Belt
Yale	Consolidated Mfg. Co.	4	200	1	3½	3¼	3 43-64	30.50	Automatic	Flat and V-Belt
Yale	Consolidated Mfg. Co.		235	1	3½	3¼	3 43-64	30.50	Automatic	Flat Belt
Yale	Consolidated Mfg. Co.		300	2	6½	3¼	3 43-64	61.00	Automatic	V-Belt
Indian	Hendee Mfg. Co.	9	225	1	2¾	2¾	3¼	19.30	Mechanical	Chain
Indian	Hendee Mfg. Co.		275	2	5	2¾	3¼	38.61	Mechanical	Chain
Indian	Hendee Mfg. Co.		250	1	4	3¼	3 43-64	30.46	Mechanical	Chain
Indian	Hendee Mfg. Co.		325	2	7	3¼	3 43-64	60.92	Mechanical	Chain
Thor IV.	Aurora Automatic Machinery Co.	6	250	1	4	3¼	3⅝	29.86	Automatic	Chain
Thor	Aurora Automatic Machinery Co.		200	1	3¼	2¾	3¼	19.30	Automatic	Chain
Thor	Aurora Automatic Machinery Co.		275	2	6	2¾	3¼	38.61	Automatic	Chain
Greyhound	Greyhound Motor Works.	2	225	1	4½	3¼	3⅝	30.07	Automatic	Flat Belt
Pierce	Pierce Cycle Co.	2	250	1	5	3½	4	38.48	Mechanical	Flat Belt
Pierce	Pierce Cycle Co.		250	4	7	2 7-16	2⅝	44.33	Mechanical	Shaft
Excelsior	Excelsior Supply Co.	4	225	1	4	3 5-16	3½	30.50	Automatic	Flat Belt
Excelsior	Excelsior Supply Co.		300	2	6	3	3½	49.48	Mechanical	Flat Belt
R-S	Reading Standard Co.	7	325	1	3	2 15-16	3¼	22.26	Mechanical	Chain
R-S	Reading Standard Co.		325	1	3	2 15-16	3¼	22.26	Mechanical	Chain
R-S	Reading Standard Co.		325	2	7	3¼	3⅝	60.14	Mechanical	Chain
R-S	Reading Standard Co.		285	2	6	2 15-16	3¼	44.52	Mechanical	V-Belt
R-S	Reading Standard Co.		210	1	3	2 15-16	3¼	22.26	Mechanical	Chain
R-S	Reading Standard Co.		235	1	4	3¼	3⅝	30.07	Mechanical	V-Belt
R-S	Reading Standard Co.		210	1	4	3 7-16	3¼	30.16	Mechanical	Chain
Merkel V	Merkel-Light Motor Co.	7	300	2	6	3¼	3¼	53.82	Automatic	V-Belt, free eng. pul
Merkel V-S	Merkel-Light Motor Co.		325	2	7	3.43	3.25	60.87	Automatic	V-Belt, N.S.U. 2-spd.
Merkel W-S	Merkel-Light Motor Co.		225	1	4	3.43	3.25	30.43	Automatic	V-Belt
Merkel-Light	Merkel-Light Motor Co.		150	1	2¼	2¾	2¾	16.33	Automatic	Chain
Merkel Racer	Merkel-Light Motor Co.		...	2	7	3.43	3.25	60.87	Automatic	Chain
Royal Pioneer	Royal Motor Works.	3	265	1	4 4½	3½	3.17	30.40	Mechanical	V-Belt
Racyle	Miami Cycle & Mfg. Co.	2	225	1	4	3¼	3⅝	29.86	Automatic	V-Belt
Emblem	Emblem Mfg. Co.	3	200	1	4	3½	3 5-16	31.87	Automatic	V-Belt
Emblem	Emblem Mfg. Co.		260	1	5	3½	4	38.48	Automatic	Flat Belt
Emblem	Emblem Mfg. Co.		285	2	7	3½	3 5-16	63.74	Automatic	Flat Belt
Curtiss	The Herring-Curtiss Co.	2	200	1	4-5	3¼	3⅝	30.07	Mechanical	V-Belt

tendency to reduce bearing friction to a minimum, the crank shaft now is carried on annular balls, a triple race being placed on the driving side and a double bearing taking the load on the right. Roller bearings also have been placed in the lower end of the connecting rod, and the contact breaker case has been made heavier and given a wider bearing and provided with an adjustable collar to take up wear. Considerable change is apparent in the grip control, which now employs rods throughout, securing a more positive actuation, and the leverage of the auxiliary valve lift has been increased, giving a quick and smooth response to the turning of the grip. A combination tank now is used, and is of square contour.

An innovation which is exclusive with the Reliance is the use of flexible metal tubing for both oil and gasoline feeds, which obviates the possibility of breakages from vibration. The muffler has been made quieter and is carried beneath the crank hanger, and a tail pipe has been added which still further silences the exhaust. Foremost among the new things which are offered this year is the two speed and free engine device, which has been evolved in the Reliance plant and is remarkably compact. It is of the planetary type, with friction clutch and is carried on four rows of ball bearings. In operation it is quite simple, the free engine and various speeds being obtained by operating a lever back and forth in a notched

quadrant which is affixed to the left side of the tank.

The standard transmission is by V rubber belt, and battery ignition is the regular type employed on all models, but the Bosch magneto will be supplied, at extra cost, whenever desired.

WHEREIN YALES DIFFER.

A logical extension of the principles which have worked out so satisfactorily in the single cylinder machine has furnished the basis for the new Yale twin, which is exhibited for the first time at a show, although it has been on the market long enough for its excellent qualities to become known to not a few riders. As will be inferred, its

THE MADISON SQUARE GARDEN SHOW, NEW YORK

Lubrication	Wheel		Weight	No. Cells Bat. or Mag.	Tank Capacity		Tires	Brake	Style of Machine
	Base	Dia.			Gas Gals.	Oil Pts.			
Right feed	60	28	210	2	2	3	Kokomo	Int. expansion band	Tandem
Right feed	60	28	250	2	2	3	Kokomo	Int. expansion band	Side car
Right feed	60	28	185	2	2	3	Kokomo	Int. expansion band	Bicycle
Right feed	52	26	150	.	1½	3	Goodrich	Corbin	Bicycle
Right feed	52	26	150	2	1½	3	Goodrich	Corbin	Bicycle
Right feed	56	28	165	3	2	3	Kokomo	Eclipse	Bicycle
Right feed	56	28	175	3	2	3	Kokomo	Eclipse	Bicycle
Right feed	56	28	170	3	2	3	Kokomo	Eclipse	Bicycle
Right feed float	57	28	145	.	2¼	4	Kokomo	Eclipse	Bicycle
Right feed float	57	28	145	Bosch	2¼	4	Kokomo	Eclipse	Bicycle
Force feed	51	26	108	Bosch	1½	2	Peter Union	Band and belt rim	Bicycle roadster
Force feed	54	26	150	Bosch	1½	2	M. & W.	Exp. band and belt rim	Bicycle F. A. M.
Force feed	55	26	155	Bosch	1¾	3	M. & W.	Exp. band and belt rim	Bicycle F. A. M.
Force feed	53	26	125	Bosch	1½	3	Peter Union	Band and belt rim	Bicycle roadster
Force feed	57	26	170	Bosch	2	3	M. & W.	Exp. band and belt rim	Bicycle De Luxe
Force feed	57	26	175	Bosch	2	3	M. & W.	Exp. band and belt rim	Bicycle De Luxe
Force feed	55	26	155	Bosch	2	3	M. & W.	Band and belt rim	Bicycle F. A. M.
Force feed	57	26	250	Bosch	2	3	M. & W.	Exp. band and belt rim	Side car
Force feed	53	26	160	3	1¾	2	M. & W.-G & J	Thor	Bicycle
Automatic	53	26	165	Bosch	1½	4	M. & W.-G & J	Thor	Bicycle
Force feed	56	26	170	Bosch	2	4	M. & W.-G & J	Thor	Bicycle
Right feed	55	28	165	3	1½	8	G & J	Thor	Bicycle
Right feed	55	26	165	Bosch	1¼	7	Kokomo	Thor	Bicycle
Right feed	56	28	180	Bosch	1½	8	M. & W.	Corbin band	Bicycle
Force feed	55	28	160	3	1½	4	G & J	Eclipse	Bicycle
Force feed	55	28	160	Herz	1½	4	Kokomo	Eclipse	Bicycle
Force feed	55	28	180	Bosch	1½	4	Kokomo	Corbin band	Bicycle
Mechanical	55	28	145	Bosch	2	4	G & J	Hedstrom-Corbin band	All bicycles; 4 and 7 h. p.; also with 2-speed engine.
Mechanical	55	28	155	Bosch	2	4	G & J	Hedstrom-Corbin band	
Mechanical	58	28	165	Bosch	2	4	G & J	Hedstrom-Corbin band	
Mechanical	58	28	175	Bosch	2	4	G & J	Hedstrom-Corbin band	
Mechanical	53¾	28	170	2	1¾	12	G & J-M. & W.	Thor special	All bicycles; four of Thor IV.
Force feed	53¾	28	140	3	1½	4	G & J	Thor	
Force feed	53¾	28	160	Bosch	2½	6	M. & W.	Thor	
Right feed	56	28	180	3	1¾	6	Kokomo	Eclipse	
Force feed	54	28	180	Herz	2	4	Kokomo	Corbin	Bicycle
Mechanical	60	28	190	Herz	1¾	5	Kokomo	Corbin band	Bicycle
Force feed	55	28	180	Herz	2	3	Kokomo	Excelsior	Bicycles; also 2 bat. models 26 in. wheels.
Force feed	57	28	200	Herz	2½	3	Kokomo	Excelsior	
Mechanical	58	26	350	3	2½	6	Goodrich	Corbin	Delivery van
Mechanical	56	26	250	Bosch	2½	6	G & J	Eclipse	Electric light repair wagon.
Mechanical	54	26	190	Bosch	2½	6	M. & W.	Thor	Bicycle
Mechanical	54	26	180	Bosch	2½	6	G & J	Corbin	Bicycle
Mechanical	54	26	145	3	2½	6	Goodrich	New Departure	Bicycle
Mechanical	54	26	155	Bosch	2½	6	Empire	Corbin band	Bicycle
Mechanical	56	26	155	3	1¾	4	Kokomo	Eclipse	Bicycle
Mechanical	53	28	...	Bosch	1¾	3	Kokomo	Merkel band	Also two Merkel-Light bicycles and one model W-S, with magneto
Mechanical	53	28	...	Bosch	1¾	3	M. & W.	Merkel band	
Mechanical	53	28	...	2	1¾	3	M. & W.-Kokomo	Merkel band	
Right feed	52	28	...	3	1½	4	Kokomo	New Departure	
Force feed	47	28	140	Bosch	2	4	M. & W.	Corbin	Also two with 26-in. wheels.
Force feed	56	28	185	Bosch	2	4	Diamond-M. & W.	Eclipse and Corbin	
Right feed	56	28	225	2	1½	8	G & J	Musselman	Also one with flat belt
Force feed	56	28	...	3	2	4	Empire	Eclipse	Bicycle
Force feed	56	28	...	Herz	2	4	Kokomo	Eclipse	Bicycle
Force feed	56	28	...	Herz	2	4	G & J	Corbin	Bicycle
Right feed float	58	28	135	2	2½	4	Kokomo	Eclipse	Also one with Bosch magneto.

features are practically those of the single cylinder mount, embodying the several minor refinements which have been introduced into that this year, including the new style of low frame, which has a bend in the top tube, such that the joint with the head is made at right angles, and parallel to that of the bottom tube, instead of obliquely. The horizontal truss bar frame with the engine bolted directly into the opening between the bottom tube and the bracket, combination tank and automatic inlet valves, appear in much the same form on both types. The twin, however, has magneto ignition as a standard feature. A band brake is another of its features. But one of the twins, which are rated at 6½

horsepower, is shown in the exhibit at the show.

The single cylinder machine, though still rated at 3½ horsepower, as was the case last year, has had its power slightly increased by an enlargement of the cylinder bore from 3.532 to 3¼ inches. The stroke remaining at 3.116 inches. The cylinder is thus a trifle larger in bore than that employed on the twin. Larger valves and ports also are featured. An innovation this year, common to both machines, is the heat treatment of the cylinders before grinding, which tends to remove internal stresses in the metal and prevent warping after the parts have gone into use. As was the case last year, transmission is by flat belt; but

as an option the Shamrock-Gloria, V-belt may be obtained, as illustration of which, one of the two single-cylinder mounts on the stand has this equipment, as does the twin. Among other refinements which have been introduced on the smaller machine may be mentioned the new style battery box, which is of triangular shape and is mounted under the saddle, and the automatic ignition cut-out on the contact breaker, which is actuated when the spark is fully retarded, and which has the advantage of holding the primary wire in a fixed position regardless of the degree of spark advance. A more striking change is the substitution for the former spring belt idler of a new tensioning device, which is controlled by a lever

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SPECIFICATIONS OF THE MOTORCYCLES ON EXHIBIT

Machine	Maker	No. Exhibited	Price	No. Cyls.	H. P.	Bore	Stroke	Piston Disp.	Inlet Valves	Transmission
New Era	New Era Auto-Cycle Co.	3	\$325	1	5	3 1/2	3 1/2	33.67	Automatic	Chain and 2-speed
New Era	New Era Auto-Cycle Co.		375	1	5	3 1/2	3 1/2	33.67	Automatic	Chain and 2-speed
New Era	New Era Auto-Cycle Co.		275	1	3 1/2	3 3/8	3 1/2	26.69	Automatic	Chain and 2-speed
New Era	New Era Auto-Cycle Co.	2	250	1	3 1/2	3 3/4	3 1/2	26.96	Automatic	Shaft
S. D.	S. D. Mfg. Co.		225	1	3 1/2	3 1/4	3 1/2	26.96	Automatic	Shaft
S. D.	S. D. Mfg. Co.	3	210	1	4 1/2	3 7-16	3 5/8	33.65	Mechanical	V-Belt
Reliance	Reliance Motorcycle Co.		250	2	7	3 3/4	3 3/8	55.98	Mechanical	V-Belt
Reliance	Reliance Motorcycle Co.		200	1	3 1/2	3 3/4	3 3/8	27.99	Mechanical	V-Belt
Reliance	Reliance Motorcycle Co.	2	225	1	4 5	3 3/4	3 5/8	30.07	Mechanical	V-Belt
Marvel	Marvel Motorcycle Co.		265	1	4 5	3 3/4	3 5/8	30.07	Mechanical	V-Belt, 2-speed gear
Marvel	Marvel Motorcycle Co.	8	230	1	2	2 15-32	3 1-16	18.50	Automatic	V-Belt under geared
N. S. U.	N. S. U. Motor Co.		250	1	3 1/2	3 5-32	3 5-32	23.48	Mechanical	V-Belt
N. S. U.	N. S. U. Motor Co.		300	1	4	3 11-32	3 15-32	30.50	Mechanical	V-Belt
N. S. U.	N. S. U. Motor Co.		275	2	3	2 1-16	2 15-16	19.20	Mechanical	V-Belt under geared
N. S. U.	N. S. U. Motor Co.		340	2	4	2 1/2	3 11-32	16.41	Mechanical	V-Belt
N. S. U.	N. S. U. Motor Co.		360	2	6	3	3 17-32	48.50	Mechanical	V-Belt
N. S. U.	N. S. U. Motor Co.		375	2	6	3	3 17-32	48.50	Mechanical	V-Belt
N. S. U.	N. S. U. Motor Co.		500	2	6	3	3 17-32	48.50	Mechanical	V-Belt
N. S. U.	N. S. U. Motor Co.	5	200	1	3 1/2	3 3/4	3 43-64	30.50	Mechanical	V-Belt
M-M	American Motor Co.		225	1	4	3 3/4	3 43-64	61.00	Automatic	V-Belt
M-M	American Motor Co.		300	2	7	3 3/4	3 43-64	30.17	Automatic	Flat Belt
M-M	American Motor Co.	3	210	1	4	3 5-16	3 3/2	30.17	Automatic	Flat Belt
Harley-Davidson	Harley-Davidson Motor Co.		250	1	4	3 5-16	3 3/2	53.38	Automatic	Flat Belt
Harley-Davidson	Harley-Davidson Motor Co.		300	2	8	3 3/8	3 3/2	30.50	Automatic	Flat and V-Belt
Harley-Davidson	Harley-Davidson Motor Co.	4	200	1	3 1/2	3 3/4	3 43-64	30.50	Automatic	Flat Belt
Yale	Consolidated Mfg. Co.		235	1	3 1/2	3 3/4	3 43-64	61.00	Automatic	V-Belt
Yale	Consolidated Mfg. Co.		300	2	6 1/2	3 3/4	3 43-64	19.30	Mechanical	Chain
Yale	Consolidated Mfg. Co.	9	225	1	2 3/4	2 3/4	3 3/4	38.61	Mechanical	Chain
Indian	Hendee Mfg. Co.		275	2	5	2 3/4	3 3/4	30.46	Mechanical	Chain
Indian	Hendee Mfg. Co.		250	1	4	3 3/4	3 43-64	60.92	Mechanical	Chain
Indian	Hendee Mfg. Co.		325	2	7	3 3/4	3 43-64	29.86	Automatic	Chain
Indian	Hendee Mfg. Co.	6	250	1	4	3 3/4	3 3/8	19.30	Automatic	Chain
Thor IV	Aurora Automatic Machinery Co.		200	1	3 3/4	2 3/4	3 3/4	38.61	Automatic	Chain
Thor	Aurora Automatic Machinery Co.		275	2	6	2 3/4	3 3/4	30.07	Automatic	Flat Belt
Thor	Aurora Automatic Machinery Co.	2	225	1	4 1/2	3 3/4	3 5/8	38.48	Mechanical	Flat Belt
Greyhound	Greyhound Motor Works		250	1	5	3 1/2	4	44.33	Mechanical	Shaft
Pierce	Pierce Cycle Co.	2	250	4	7	2 7-16	2 3/8	30.50	Automatic	Flat Belt
Pierce	Pierce Cycle Co.	4	225	1	4	3 5-16	3 3/2	49.48	Mechanical	Flat Belt
Excelsior	Excelsior Supply Co.		300	2	6	3	3 3/2	22.26	Mechanical	Chain
Excelsior	Excelsior Supply Co.	7	325	1	3	2 15-16	3 3/4	22.26	Mechanical	Chain
R-S	Reading Standard Co.		325	1	3	2 15-16	3 3/4	60.14	Mechanical	Chain
R-S	Reading Standard Co.		325	2	7	3 3/4	3 5/8	44.52	Mechanical	V-Belt
R-S	Reading Standard Co.		285	2	6	2 15-16	3 3/4	22.26	Mechanical	Chain
R-S	Reading Standard Co.		210	1	3	2 15-16	3 3/4	30.07	Mechanical	V-Belt
R-S	Reading Standard Co.		235	1	4	3 3/4	3 5/8	30.16	Mechanical	Chain
R-S	Reading Standard Co.		210	1	4	3 7-16	3 3/4	53.82	Automatic	V-Belt, free eng. pul
Merkel V	Merkel-Light Motor Co.	7	300	2	6	3 1/4	3 3/4	60.87	Automatic	V-Belt, N.S.U. 2-spd.
Merkel V-S	Merkel-Light Motor Co.		325	2	7	3.43	3.25	30.43	Automatic	V-Belt
Merkel W-S	Merkel-Light Motor Co.		225	1	4	3.43	3.25	16.33	Automatic	Chain
Merkel-Light	Merkel-Light Motor Co.		150	1	2 1/4	2 3/4	2 3/4	60.87	Automatic	Chain
Merkel Racer	Merkel-Light Motor Co.		265	1	4 1/2	3 1/2	3.17	30.40	Mechanical	V-Belt
Royal Pioneer	Royal Motor Works	3	225	1	4	3 3/4	3 3/8	29.86	Automatic	V-Belt
Racycle	Miami Cycle & Mfg. Co.	2	200	1	4	3 3/2	3 5-16	31.87	Automatic	V-Belt
Emblem	Emblem Mfg. Co.	3	260	1	5	3 1/2	4	38.48	Automatic	Flat Belt
Emblem	Emblem Mfg. Co.		285	2	7	3 3/2	3 5-16	63.74	Automatic	Flat Belt
Emblem	Emblem Mfg. Co.	2	200	1	4.5	3 3/4	3 5/8	30.07	Mechanical	V-Belt
Curtiss	The Herring-Curtiss Co.									

tendency to reduce bearing friction to a minimum, the crank shaft now is carried on annular balls, a triple race being placed on the driving side and a double bearing taking the load on the right. Roller bearings also have been placed in the lower end of the connecting rod, and the contact breaker case has been made heavier and given a wider bearing and provided with an adjustable collar to take up wear. Considerable change is apparent in the grip control, which now employs rods throughout, securing a more positive actuation, and the leverage of the auxiliary valve lift has been increased, giving a quick and smooth response to the turning of the grip. A combination tank now is used, and is of square contour.

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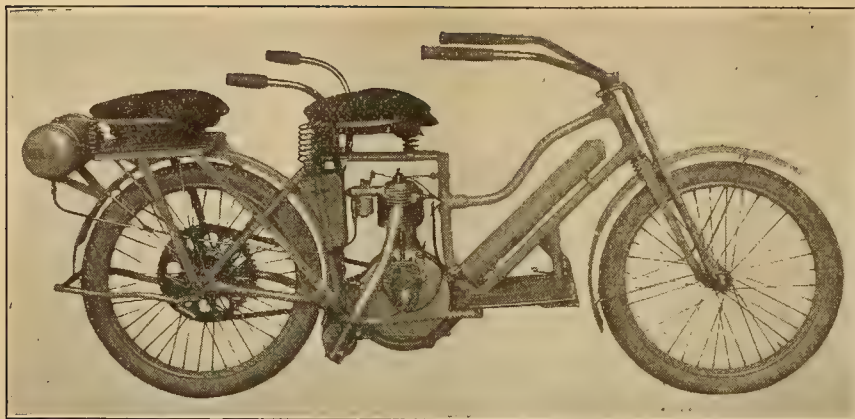
AT THE MADISON SQUARE GARDEN SHOW, NEW YORK

Lubrication	Wheel Base	Wheel Dia.	Weight	No. Cells Bat. or Mag.	Tank Capacity Gas Gals.	Oil Pts.	Tires	Brake	Style of Machine
Sight feed	60	28	210	2	2	3	Kokomo	Int. expansion band	Tandem
Sight feed	60	28	250	2	2	3	Kokomo	Int. expansion band	Side car
Sight feed	60	28	185	2	2	3	Kokomo	Int. expansion band	Bicycle
Sight feed	52	26	150		1 1/2	3	Goodrich	Corbin	Bicycle
Sight feed	52	26	150	2	1 1/2	3	Goodrich	Corbin	Bicycle
Sight feed	56	28	165	3	2	3	Kokomo	Eclipse	Bicycle
Sight feed	56	28	175	3	2	3	Kokomo	Eclipse	Bicycle
Sight feed	56	28	170	3	2	3	Kokomo	Eclipse	Bicycle
Sight feed float	57	28	145		2 1/4	4	Kokomo	Eclipse	Bicycle
Sight feed float	57	28	145	Bosch	2 1/4	4	Kokomo	Eclipse	Bicycle
Force feed	51	26	108	Bosch	1 1/2	2	Peter Union	Band and belt rim	Bicycle roadster
Force feed	54	26	150	Bosch	1 1/2	2	M. & W.	Exp. band and belt rim	Bicycle F. A. M.
Force feed	55	26	155	Bosch	1 3/4	3	M. & W.	Exp. band and belt rim	Bicycle F. A. M.
Force feed	53	26	125	Bosch	1 1/2	3	Peter Union	Band and belt rim	Bicycle roadster
Force feed	57	26	170	Bosch	2	3	M. & W.	Exp. band and belt rim	Bicycle De Luxe
Force feed	57	26	175	Bosch	2	3	M. & W.	Exp. band and belt rim	Bicycle De Luxe
Force feed	55	26	155	Bosch	2	3	M. & W.	Band and belt rim	Bicycle F. A. M.
Force feed	57	26	250	Bosch	2	3	M. & W.	Exp. band and belt rim	Side car
Force feed	53	26	160	3	1 1/4	2	M. & W.-G & J	Thor	Bicycle
Automatic	53	26	165	Bosch	1 1/2	4	M. & W.-G & J	Thor	Bicycle
Force feed	56	26	170	Bosch	2	4	M. & W.-G & J	Thor	Bicycle
Sight feed	55	28	165	3	1 1/2	8	G & J	Thor	Bicycle
Sight feed	55	26	165	Bosch	1 1/4	7	Kokomo	Thor	Bicycle
Sight feed	56	28	180	Bosch	1 1/2	8	M. & W.	Corbin band	Bicycle
Force feed	55	28	160	3	1 1/2	4	G & J	Eclipse	Bicycle
Force feed	55	28	160	Herz	1 1/2	4	Kokomo	Eclipse	Bicycle
Force feed	55	28	180	Bosch	1 1/2	4	Kokomo	Corbin band	Bicycle
Mechanical	55	28	145	Bosch	2	4	G & J	Hedstrom-Corbin band	All bicycles; 4 and 7 h. p.; also with 2-speed engine.
Mechanical	55	28	155	Bosch	2	4	G & J	Hedstrom-Corbin band	
Mechanical	58	28	165	Bosch	2	4	G & J	Hedstrom-Corbin band	
Mechanical	58	28	175	Bosch	2	4	G & J	Hedstrom-Corbin band	
Force feed	53 3/4	28	170	2	1 3/4	12	G & J-M. & W.	Thor special	All bicycles; four of Thor IV.
Force feed	53 3/4	28	140	3	1 1/2	4	G & J	Thor	
Force feed	53 3/4	28	160	Bosch	2 1/2	6	M. & W.	Thor	
Sight feed	56	28	180	3	1 3/4	6	Kokomo	Eclipse	
Force feed	54	28	180	Herz	2	4	Kokomo	Corbin	Bicycle
Mechanical	60	28	190	Herz	1 3/4	5	Kokomo	Corbin band	Bicycle
Force feed	55	28	180	Herz	2	3	Kokomo	Excelsior	Bicycles; also 2 bat. models 26 in. wheels.
Force feed	57	28	200	Herz	2 1/2	3	Kokomo	Excelsior	
Mechanical	58	26	350	3	2 1/2	6	Goodrich	Corbin	Delivery van
Mechanical	56	26	250	Bosch	2 1/2	6	G & J	Eclipse	Electric light repair wagon.
Mechanical	54	26	190	Bosch	2 1/2	6	M. & W.	Thor	Bicycle
Mechanical	54	26	180	Bosch	2 1/2	6	G & J	Corbin	Bicycle
Mechanical	54	26	145	3	2 1/2	6	Goodrich	New Departure	Bicycle
Mechanical	54	26	155	Bosch	2 1/2	6	Empire	Corbin band	Bicycle
Mechanical	56	26	155	3	1 3/4	4	Kokomo	Eclipse	Bicycle
Mechanical	53	28	...	Bosch	1 3/4	3	Kokomo	Merkel band	Also two Merkel-Light bicycles and one model W-S, with magneto
Mechanical	53	28	...	Bosch	1 3/4	3	M. & W.	Merkel band	
Mechanical	53	28	...	2	1 3/4	3	M. & W.-Kokomo	Merkel band	
Sight feed	52	28	...	3	1 1/2	4	Kokomo	New Departure	Also two with 26-in. wheels. Also one with flat belt
Force feed	47	28	140	Bosch	2	4	M. & W.	Corbin	
Force feed	56	28	185	Bosch	2	4	Diamond-M. & W.	Eclipse and Corbin	
Sight feed	56	28	225	2	1 1/2	8	G & J	Musselman	
Force feed	56	28	...	3	2	4	Empire	Eclipse	Bicycle
Force feed	56	28	...	Herz	2	4	Kokomo	Eclipse	Bicycle
Force feed	56	28	...	Herz	2	4	G & J	Corbin	Bicycle
Sight feed float	58	28	135	2	2 1/2	4	Kokomo	Eclipse	Also one with Bosch magneto.

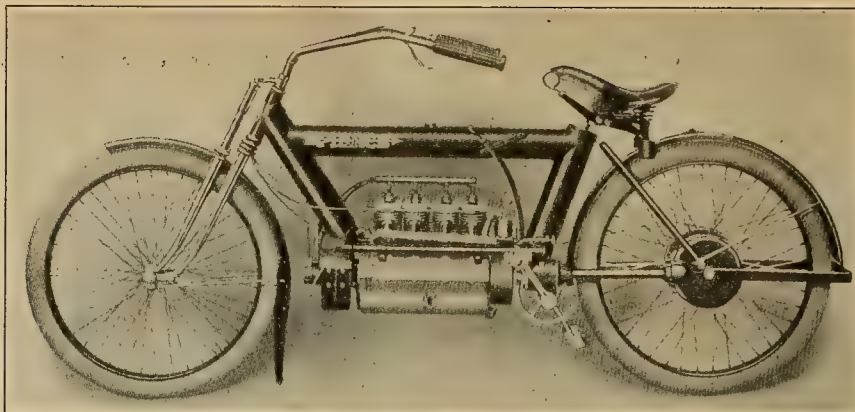
features are practically those of the single cylinder mount, embodying the several minor refinements which have been introduced into that this year, including the new style of low frame, which has a bend in the top tube, such that the joint with the head is made at right angles, and parallel to that of the bottom tube, instead of obliquely. The horizontal truss bar frame with the engine bolted directly into the opening between the bottom tube and the bracket, combination tank and automatic inlet valves, appear in much the same form on both types. The twin, however, has magneto ignition as a standard feature. A band brake is another of its features. But one of the twins, which are rated at 6 1/2

horsepower, is shown in the exhibit at the show. The single cylinder machine, though still rated at 3 1/2 horsepower, as was the case last year, has had its power slightly increased by an enlargement of the cylinder bore from 3 5-32 to 3 3/4 inches. The stroke remaining at 3 11-16 inches. The cylinder is thus a trifle larger in bore than that employed on the twin. Larger valves and ports also are featured. An innovation this year, common to both machines, is the heat treatment of the cylinders before grinding, which tends to remove internal stresses in the metal and prevent warping after the parts have gone into use. As was the case last year, transmission is by flat belt; but

as an option the Shamrock-Gloria, V-belt may be obtained, as illustration of which, one of the two single-cylinder mounts on the stand has this equipment, as does the twin. Among other refinements which have been introduced on the smaller machine may be mentioned the new style battery box, which is of triangular shape and is mounted under the saddle, and the automatic ignition cut-out on the contact breaker, which is actuated when the spark is fully retarded, and which has the advantage of holding the primary wire in a fixed position regardless of the degree of spark advance. A more striking change is the substitution for the former spring belt idler of a new tensioning device, which is controlled by a lever



NEW ERA TANDEM AUTO-CYCLE



PIERCE 4 CYLINDER TWO-SPEED

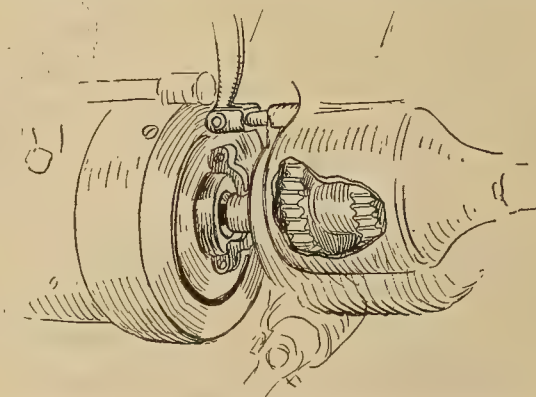
alongside the top tube. By varying the position of this lever, it is possible to alter the tension without dismounting, or by releasing its altogether, to obtain a free engine effect.

APPERTAINING TO THE PIERCE

Pierce construction, which was one of the features of last year's show as exemplified in the four-cylinder machine, then new, is now extended to a single cylinder mount, which is exhibited for the first time. In respect to the peculiar frame design, which employs $3\frac{1}{2}$ inch tubing, which also serves as tankage and is the characteristic outward feature of the Pierce machines, the four-cylinder machine is unchanged. It is given considerable distinction, however, by reason of the fact that it is equipped with a two speed, sliding gear transmission and free engine clutch of the multiple disc type.

The clutch is a modification of one which was employed last year, merely for the purpose of relieving the gear teeth from strain by permitting a slight amount of slippage when sudden loads were applied. It did not provide the free engine relation. By the adaptation of a double dog device, it now is possible to release the engine entirely from the transmission. The driving shaft back of the clutch is provided with a sliding sleeve which is compelled to turn with it at all times by a pin which passes through a slot and permits the sleeve to be moved back and forth along it for some little distance. Just back of the forward end of the sleeve is a section of reduced diameter,

while at its rear end two pinions of different diameters are formed. The counter shaft, which lies alongside the drive shaft and is connected to the rear wheel through bevel gears and a tail shaft that is enclosed in the left rear fork, also mounts two gears, which are so arranged as to mesh with the two pinions on the driving sleeve, when that member is in either one of its extreme po-



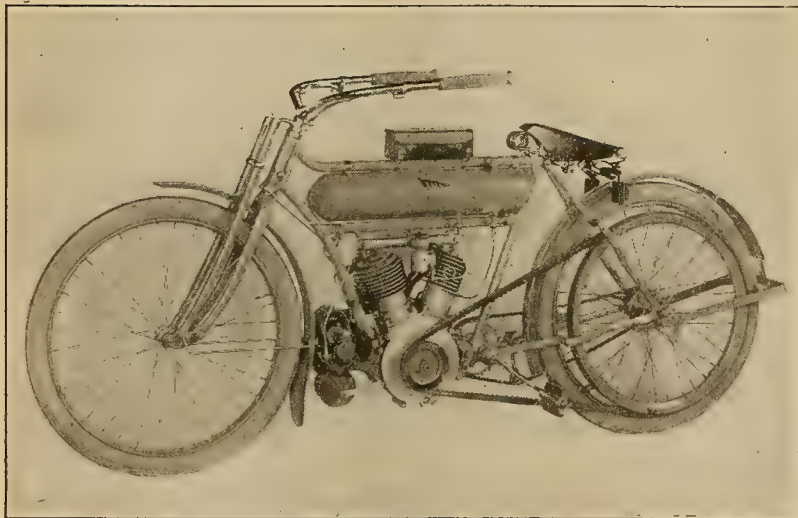
PIERCE TWO-SPEED GEAR AND CLUTCH

sitions. When the gears are so engaged, the two dogs which are used to compress the clutch discs and thus to secure the driving relation, are expanded by the pressure of the sleeve itself. But as the controlling lever is moved in order to disengage them, the reduced diameter of the sleeve is brought under the clutch dogs and they are forced together by the pressure of the outer plate, which is dished outward to act as a spring, and the clutch is thus released. Thus by the simple movement of the lever both the release of the clutch and

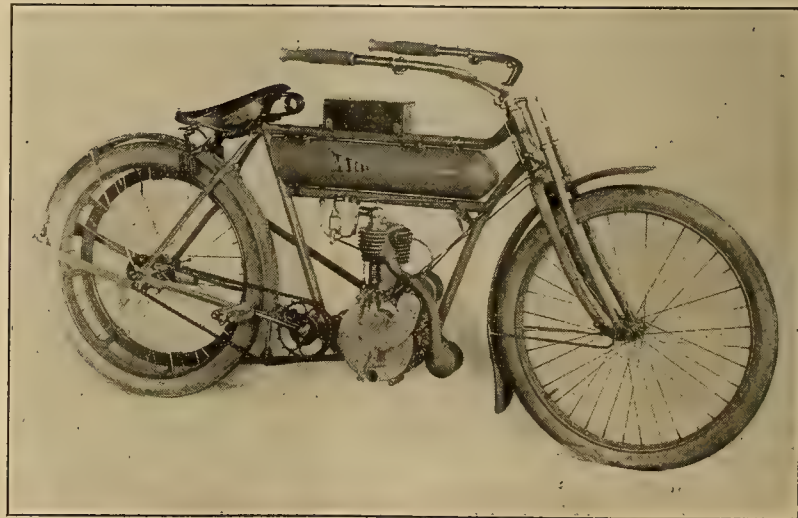
the shifting of the gears is accomplished. The mechanism is so arranged that the clutch will not engage until the gears are almost fully meshed, thus obviating any possibility of stripping them in shifting.

In the four cylinder engine the cylinders have been enlarged, giving a substantial increase in power, and drop forged connecting rods, with Parsons white brass split bushings, now replace the bronze rods which were used last year; the fly wheel also has been enlarged, to take care of the enlargement of the cylinders. The lubricating system has been improved by the adoption of an oil-well in the bottom of the crank case, midway of its length, which ensures a constant supply for the pump at all times, and also tends to prevent undue surging of the oil in the case when going up or down grade. A further improvement is the adoption of the new type Breeze carburetter, which is said to be more flexible than former devices. The stand has been made wider and heavier, thus giving greater strength and rigidity.

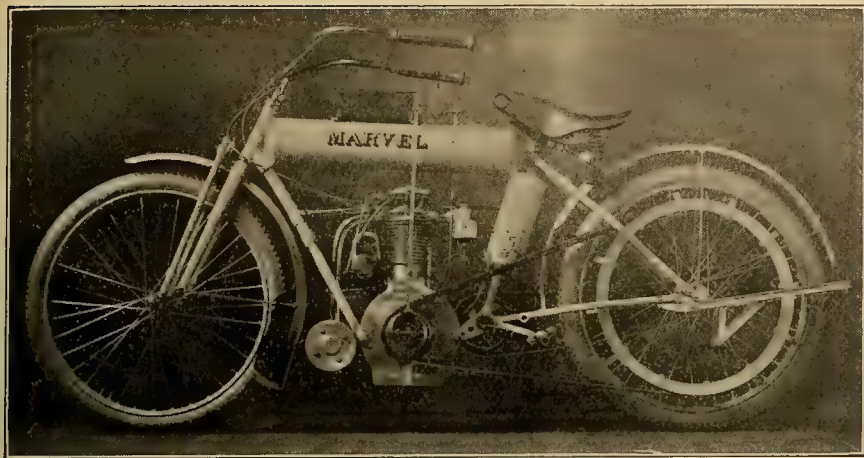
In the new single cylinder model, the typical Pierce tank frame and cushion forks are employed, but the engine is a radical departure from past Pierce practice. It is of the long stroke type now so popular with automobile engineers, with cylinder dimensions of $3\frac{1}{2} \times 4$, and is rated at 5 horsepower. The cylinder and head are cast integral, and the valves, which are interchangeable, both are positioned on the one side in individual pockets, and are mechanically operated by a single cam, the scissors type of cam levers



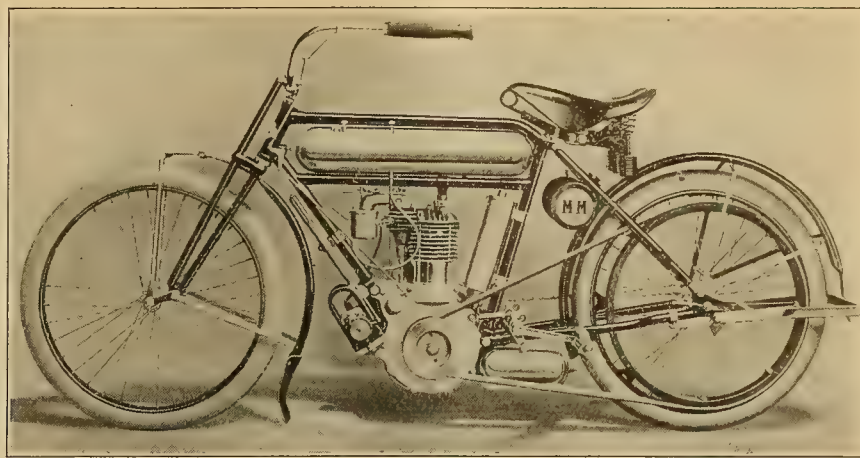
YALE 6 1-2 HORSEPOWER TWIN



YALE 3 1-2 HORSEPOWER SINGLE



MARVEL NEW 4.5 HORSEPOWER SINGLE



M-M NEW VERTICAL ENGINE

being employed. Double annular ball bearings are used both on the crank shaft and in the lower end of the connecting rod. Transmission is by flat belt with tension idler affording a free engine. The U type of bar is used with Bowden wire grip control, and Herz magneto is standard on both models. In other general respects the single conforms to the four.

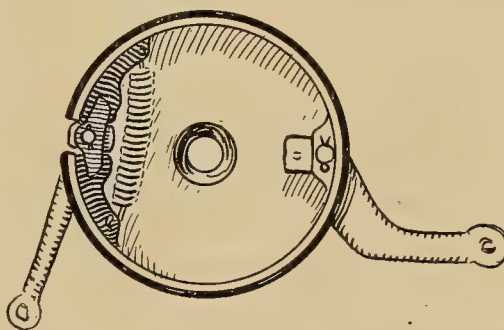
"TUNING UP" OF THE NEW ERA.

Since its introduction a year ago, the New Era by reason of the original features which it contained, has been in a class by it-

and the left rail is hinged to swing out to permit cranking of the engine. Greater attention has been paid to comfort by the adoption of a Sager spring fork and the addition of a cushion to the form seat, which

seatpost is of the horizontal sliding type, and telescopes into a recessed central sleeve in the rear end of the top tank.

The frame is 19 inches high and is broken out at the bottom to receive the engine. The fork is of the compound plunger type, with liberal forged rocker plates. In the engine are found the most striking characteristics of the machine. It has the offset cylinder which has proven so acceptable in automobile construction, and the valves set in the center of the head. Both are operated by

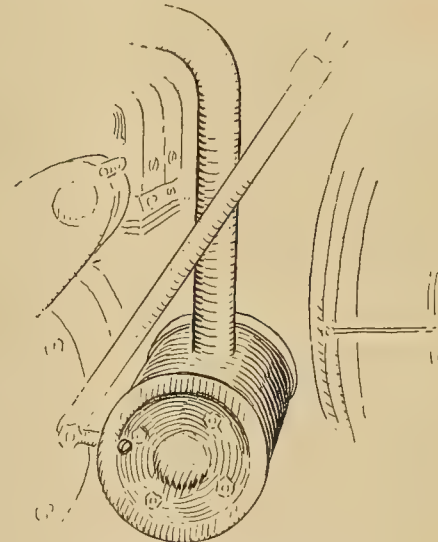


NEW ERA INTERNAL EXPANDING BRAKE

is suspended on a new and more flexible type of cage springs. New handle bars of a modified type have been adopted, and also a new double grip control through Bowden wires. Among the minor changes are heavier pedals and the substitution of a plug switch in place of the former knife type. Two batteries with coil are used and are carried in a torpedo case strapped to the lower frame tube. A tandem attachment and a side car type of delivery van also are offered for the first time. The latter has a telescoping axle which has a wide range of adjustment to enable the off wheel to be adapted to variations in the wheel tracks in various sections of the country.

MARVEL'S MANY INNOVATIONS.

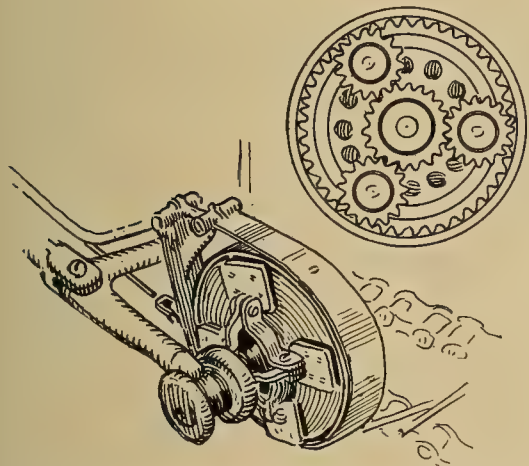
Replete with innovations which distinguish it from all other machines at the show, the Marvel which is making its debut in the motorcycle world, bristles with all the earmarks of the latest Curtiss construction, which is explained by the connection with the new company of this pioneer designer. Although two machines were shown, they are duplicates and but one model will be built. First among the striking features to greet the eye is the combination tank frame, the top tube forming the gasoline compartment, while oil is carried in the smaller tank which displaces the usual seat mast tube. The main sections of the tank tubes are 18 gauge seamless steel, with steel heads brazed in either ends. The



MARVEL MUFFLER

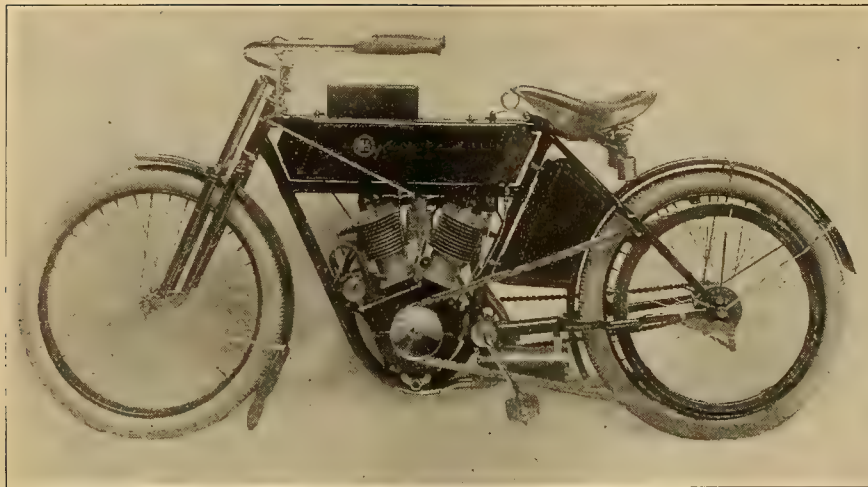
a single cam and rocker arm. So efficient is this method of construction that it is claimed that no additional power could be gained by the use of auxiliary exhaust ports. Roller bearings are used on both the crank shaft and the lower end of the connecting rod. A departure in the design of engine bases is the casting of separate compartments in the lower half so that each fly wheel runs in a pocket of oil. Another unique feature of the machine is the oiling system which is of the automatic type. Oil flows by gravity from the main tank to a small well with a glass window, which is cast on the lower right side of the engine base. In this compartment is a cork float and needle valve which automatically regulates the oil level in the base. This system is entirely devoid of any mechanical parts, and is claimed to be efficient at all temperatures.

Ignition is by Bosch magneto, which is

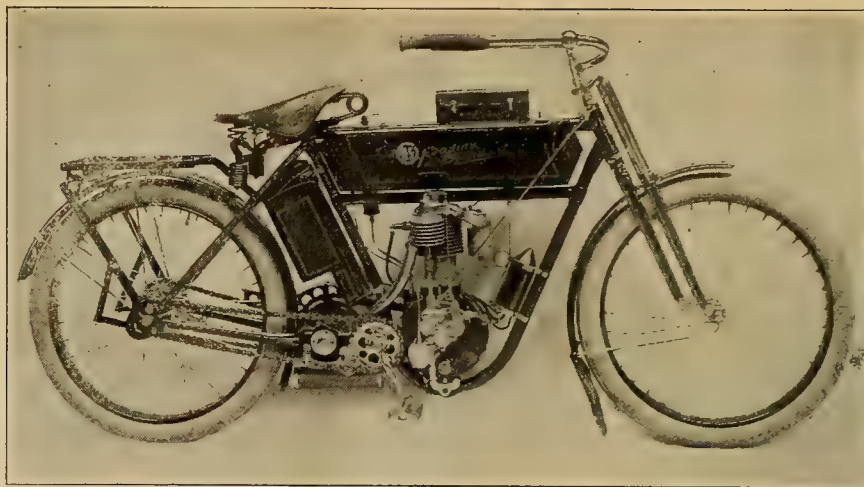


NEW ERA TWO-SPEED GEAR AND CLUTCH

self, and the present model is no exception to the rule. In fact the changes have not swept away any of the distinctive features of the machine, but rather have improved it both in appearance and utility. Two models now are offered, the new comer being of 5 horsepower, but in other respects resembling its smaller brother. The larger machine is intended chiefly for side car and tandem work. The low gear ratio has been reduced to give greater power in sand and on hills and the brake now is of the internal expansion type, the application of which throws out the clutch. A new and more symmetrical form of oil tank, with larger capacity, has been adopted, and is carried beneath the seat. Increased muffling has been attained by the adoption of a larger and improved silencer which is hung beneath the foot boards. Guard rails now are placed around the engine and transmission to protect them from injury by falls



R-S 6 HORSEPOWER TWIN



R-S 3 HORSEPOWER SINGLE

carried on a shelf supported by the engine base and exhaust tube and is driven by an enclosed chain running in oil. Gas is generated by a Curtiss automatic central draught carburetter, of latest pattern, which is attached directly to the inlet port. This practically dispenses with the usual inlet pipe.

The muffler is constructed of aluminum, which is claimed to deaden sound more effectively than the more ordinary steel construction.

Double grip control of the Bowden wire type is used, with friction clamps on the sleeves, to compensate for wear.

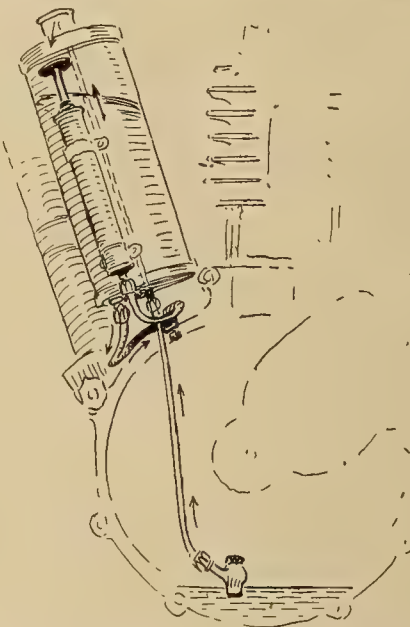
Transmission is by $1\frac{1}{8}$ inch mineral tanned V-leather belt. Among the minor refinements may be mentioned the use of lock washers on all screws and nuts, to prevent jarring loose, and a split pivoted rear mud guard, which can be tilted to permit a quick removal of the wheel, or facilitate tire repairs. Although ordinarily only the simple or direct form of transmission is fitted, a disposition to cater to the trend of the times is evinced in the offering of the Eclipse free engine clutch and N. S. U. two-speed gear as extra options.

HOW M-M HAS BEEN BETTERED.

The new M-M 4 horsepower single, which will be the leader of the line for the coming season, marks the adoption of the vertical engine, the double bar frame as applied to singles, the overhead mechanically operated inlet valve and the roller bearing main shaft and lower connecting rod bearing. It also incorporates the gear driven magneto, which is mounted on a platform cast integral with the engine base and which heretofore has been chain driven on the singles.

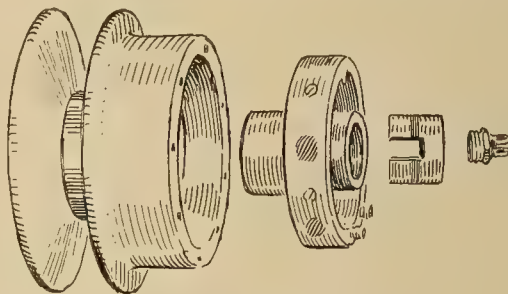
There has been worked out a new ingenious and remarkably simple oiling system which is devoid of all mechanical parts and is entirely automatic in its action. Oil flows from the tank—which now is separate from the gasoline reservoir and placed back of the engine—by gravity feed to the engine base, where there is a pocket $\frac{1}{2}$ inch deep and a standpipe which determines the proper level; all excess oil is forced out of the base by the compression on the downward stroke of the piston

and up through a tube which passes through the tank and has its outlet near the top and directly beneath the filler cap, which has a glass window so that the oil may be observed returning from the engine base. At



M-M AUTOMATIC OIL REGULATOR

its lower end the outlet pipe has a check valve to prevent any oil being drawn back by the up stroke of the piston, and a window is provided in the side of the case to observe the amount of oil therein. A hand pump also is provided for occasions when extra oil is desired. The cam case is sep-



M-M FREE ENGINE CLUTCH

arated from the crank case so that all base compression is utilized to operate the oiling system. The carburetter, which is of the central draft type, has been improved in that the air and throttle sleeves are operated in unison, while an auxiliary and adjustable air shutter also is provided, all

air being taken in through the bottom of the carburetter.

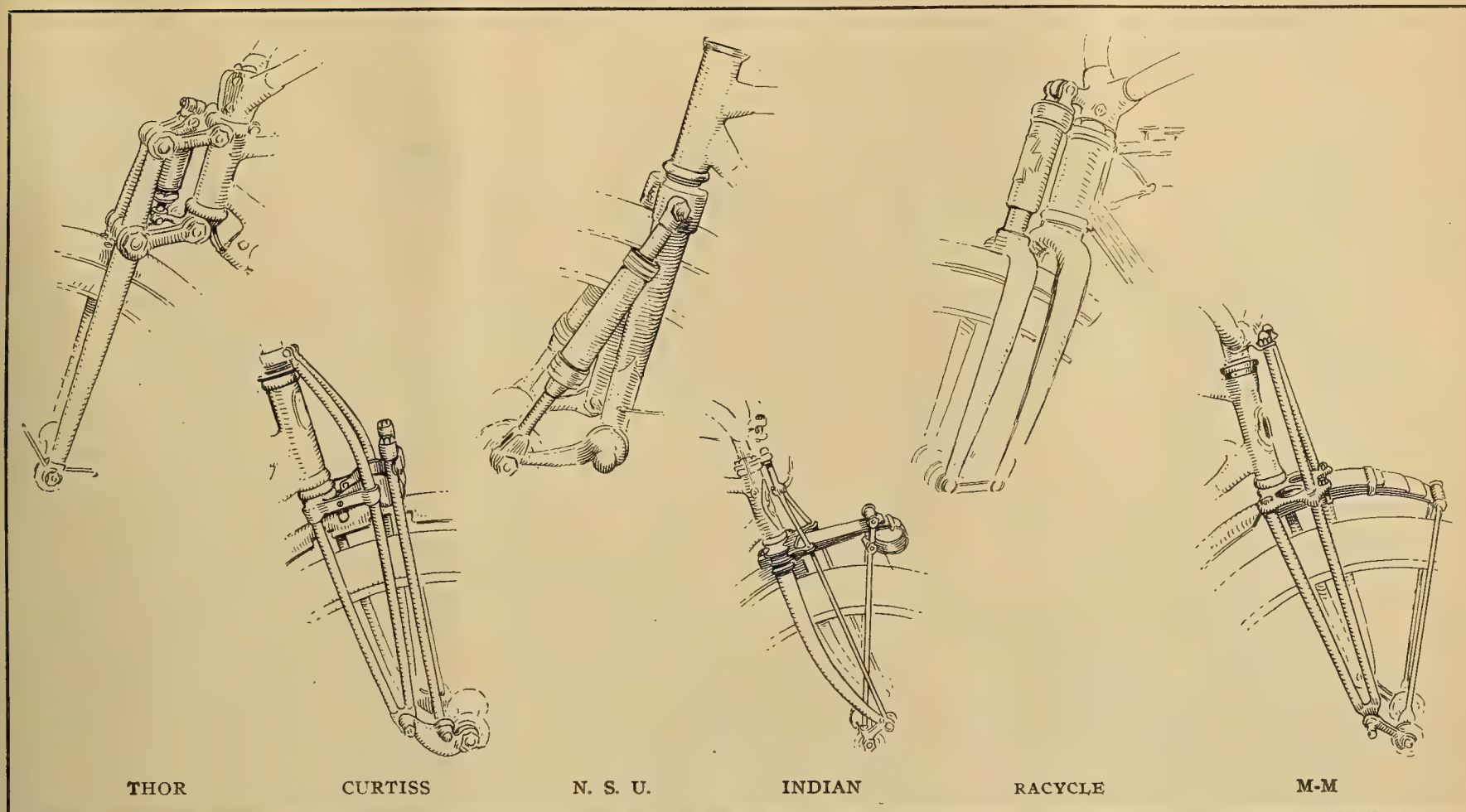
Forgings have replaced stampings and castings in the construction of the frame, and spring oilers have been placed on the fork rockers. The four leaf spring fork is attached to the front of the fork crown by a clip instead of bolts, thus obviating any drilling of holes or insertion of dowels in the spring leaves which would tend to cause them to break. A sliding crank hanger with turnbuckle adjustment, has enabled the chain idler to be dispensed with. Further evidences of progress are apparent in the reserve gasoline compartment which has a capacity of one quart and which is available by turning a valve, a readily detachable sediment trap at the gasoline tank outlet, heavier guard braces which are affixed to the frame instead of on the axles, as formerly, and a snap up stand, which automatically raises itself and locks in the latch on the rear guard when the machine is pushed off. The $3\frac{1}{2}$ single and 7 horsepower twin—which latter employs 90 degree cylinders—have been refined in minor details only and will continue to employ automatic inlet valves. In response to the demand for free engine devices there has been brought out an internal expanding band clutch which is lined with Raybestos and runs in oil. It has a large gripping surface and it is claimed takes hold and releases smoothly. It is operated by a ratchet crank which is affixed to the top frame tube and actuates a toggle joint. It is surrounded by a guard rail to protect it from damage by falls or otherwise.

It will be furnished as an extra on all models, and will be supplied for either flat or V belts. Refinement also is noticeable in the priming device to facilitate easy starting, which has a petcock shutoff on the tank instead of the plunger valve formerly used, which sometimes leaked by reason of dirt lodging under its seat.

RADICAL CHANGES IN THE R-S

Radical changes have been made in the R-S line which for the coming year will consist of singles of 3 and 4 horsepower, and twins of 6 and 7 horsepower. The 4 single and 6 twin are new, while the less youthful brothers have undergone sweeping

VARIETY IN SPRING FORK DESIGN AND CONSTRUCTION

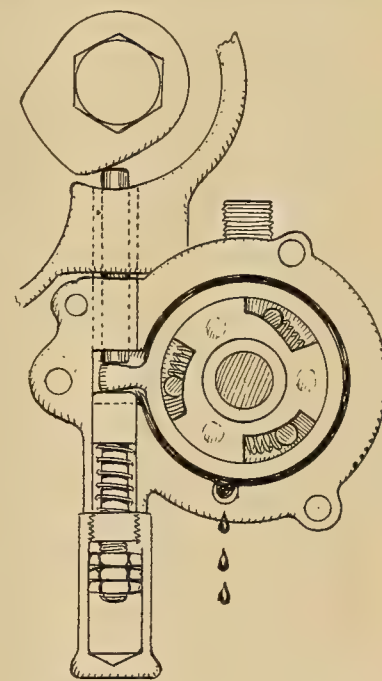


changes, and with the exception of differences in engine dimensions and minor details the same description will apply to all models. Cylinders are cast integral while the heads and valves are placed all on one side and in pairs in a single pocket, the inlets being automatically operated by over-

head rocker arms. All valves are operated by removing a screw in the top of the float chamber cover. Wheel bases have been shortened two inches on all models and frame loops made slightly lower. There has been evolved a new mechanical oiler which is practically fool proof, and certain in its operation. It is driven by a gear actuated by the main shaft pinion, and consists of a disc which has a depression at one point in its circumference and the periphery of this disc being at all times in line with the oil inlet from the tank. As the depression in the disc registers with the oil inlet it receives a supply of lubricant and as the depression passes out of register with the opening the flow of oil is cut off until it again comes opposite. When the depression reaches the bottom, in the revolution of the disc the former is swept by a spring actuated pawl, which removes all oil and passes it to the crank case. The disc is actuated by a plunger which is actuated in turn by a cam and the disc has a friction plate which prevents any backward motion on its part on the return stroke of the plunger. The plunger, the stroke of which is adjustable, actuates an outer ring, which carries the oil disc in its center and transmits motion to it through three spring retained rolls which work in taper guide slots.

Other changes include larger tanks, a horizontal sliding seat post, wider fork links and bearings, and the attaching of the rear belt pulley to the wheel rim. The 3 and 7 horsepower machines will have chain drive only, and the latter also will be fitted

with magneto only while the smaller machine will have either system as desired. On the 4 horsepower single and 6 horse-



R-S MECHANICAL OILER—REAR

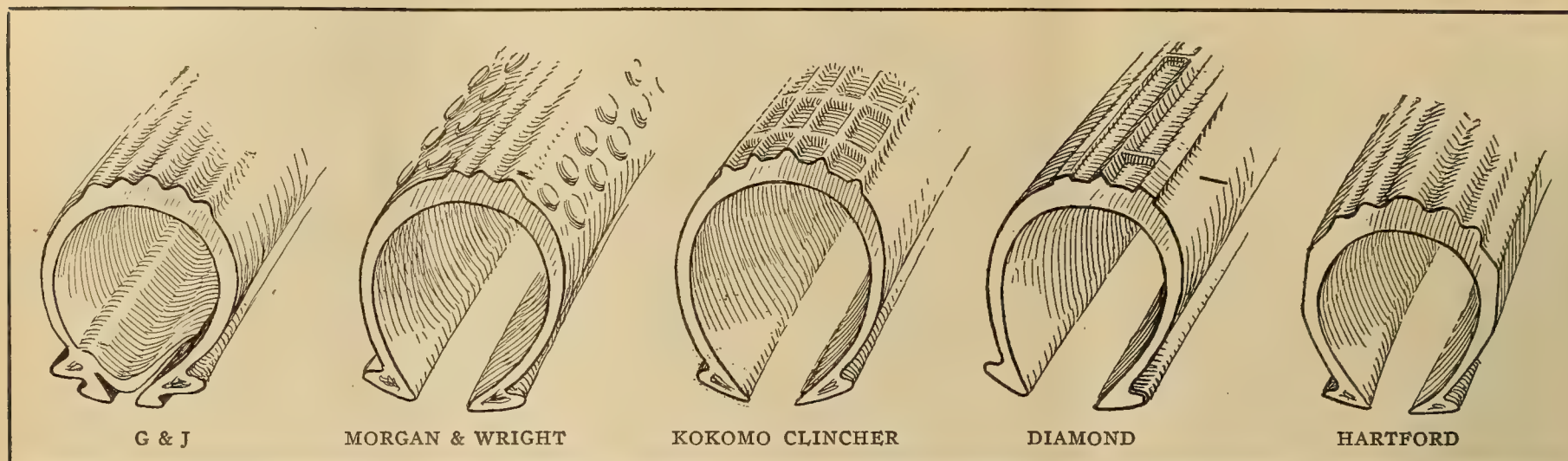
R-S MECHANICAL OILER—FRONT

from a single cam shaft, except in the twins where two are used, and which are mounted on ball bearings; in all models except the 3 horsepower, the drive side of the main shaft also is carried on imported ball bearings. The timing gear has been redesigned and now is more positive and quieter in action.

A new carburetter with single float and central draft mixing chamber has been adopted, and the needle valve may be reached

power twin, chain or belt will be offered and the former also will afford option of battery or magneto, which latter will be the only system fitted to the small twin. Two delivery vans and a fore car attachment also are shown, the vans employing the regular engines and frames. New truss frames have been designed for the vans, as well as a new form of steering gear and the front guards have been widened and are provided with side splashers.

VARIED PATTERNS OF CORRUGATED NON-SKID TREADS



THE NEW AND NOTABLE ACCESSORIES ON EXHIBITION

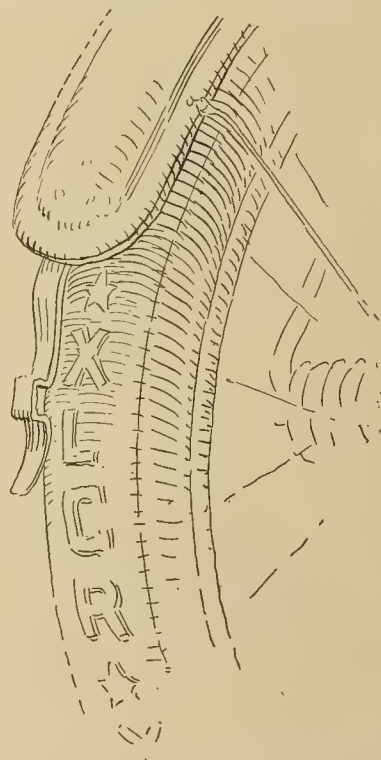
Other than those of the Eclipse Machine Company, of Elmira, N. Y., and F. A. Baker & Co., N. Y., there are no accessories included in the motorcycle section. They are scattered in various parts of the big building, being displayed in connection with automobile wares, and only those who are interested in motorcycle equipment and sought them out have been able to discover "what is what."

F. A. Baker & Co. display a great wealth of accessories, including the Kokomo grid-iron and studded tread tires and the 20th Century lamps.

The several other tires in evidence are exhibited by their respective makers, the Diamond, Hartford, Ajax and Continental being shown for the first time. All are standard clincher type and differ only in respect to the anti-skid tread designs and the factory processes of construction. The Diamond tread is of the ribbed type, the Hartford of the corrugated pattern, while the Ajax employs a diamond design and the new Continental tire a lattice tread.

Of the more familiar motorcycle tires, the "good old" G & J, of course, incorporates no changes. It is shown in both the corrugated and crowned Bailey tread patterns, and the G & J company makes the most of its double clinch rim.

Morgan & Wright exhibit their well known productions with corrugated basket-



"XLCR" SPECIAL TIRE TREAD

weave and Bailey anti-skids, and are featuring a tire with a white rubber tread which

imparts to it a distinctiveness which is not to be denied; there also is an all white tire. The Morgan & Wright product is marked by a much heavier tread than heretofore. They have also a special tread designed for racing, employing corrugations in the center, flanked by Bailey studs on both sides.

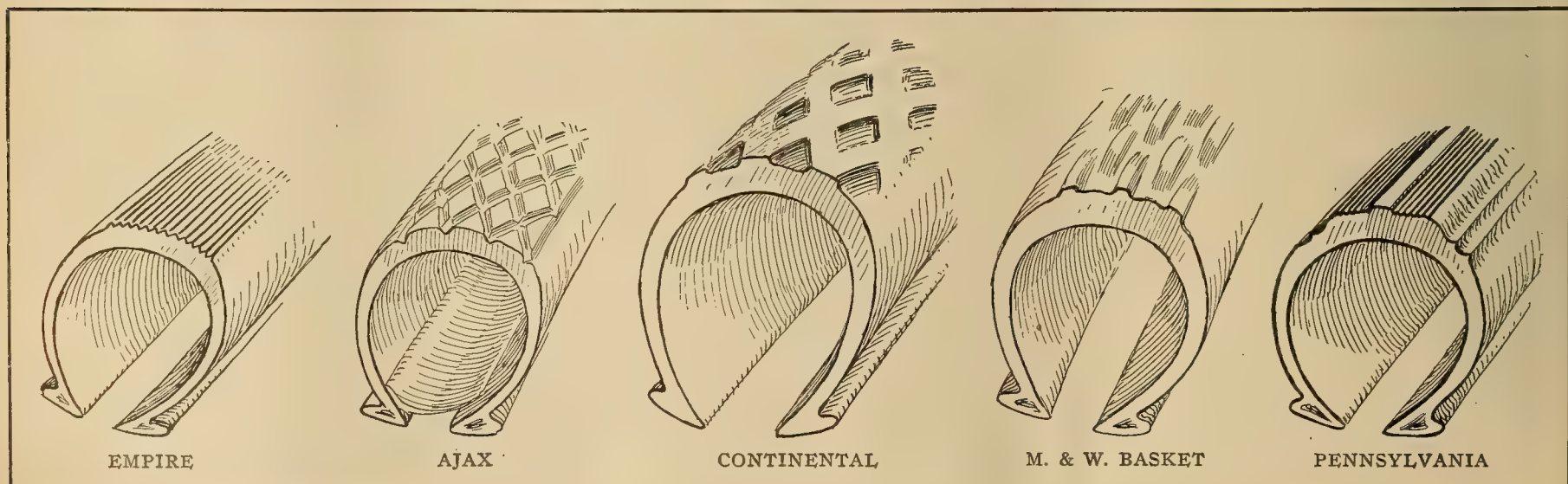
The Goodrich tires are shown with both corrugated and Bailey treads, the former having been changed to the extent that five corrugations replace three; Goodrich tires also are distinguished by white treads.

A raised tread with fine corrugations, and the closely studded tread which heretofore has distinguished the Empire tires, has been augmented by an even more distinctive checkered pattern. In addition to these productions, the Empire company displays its rubber V belt.

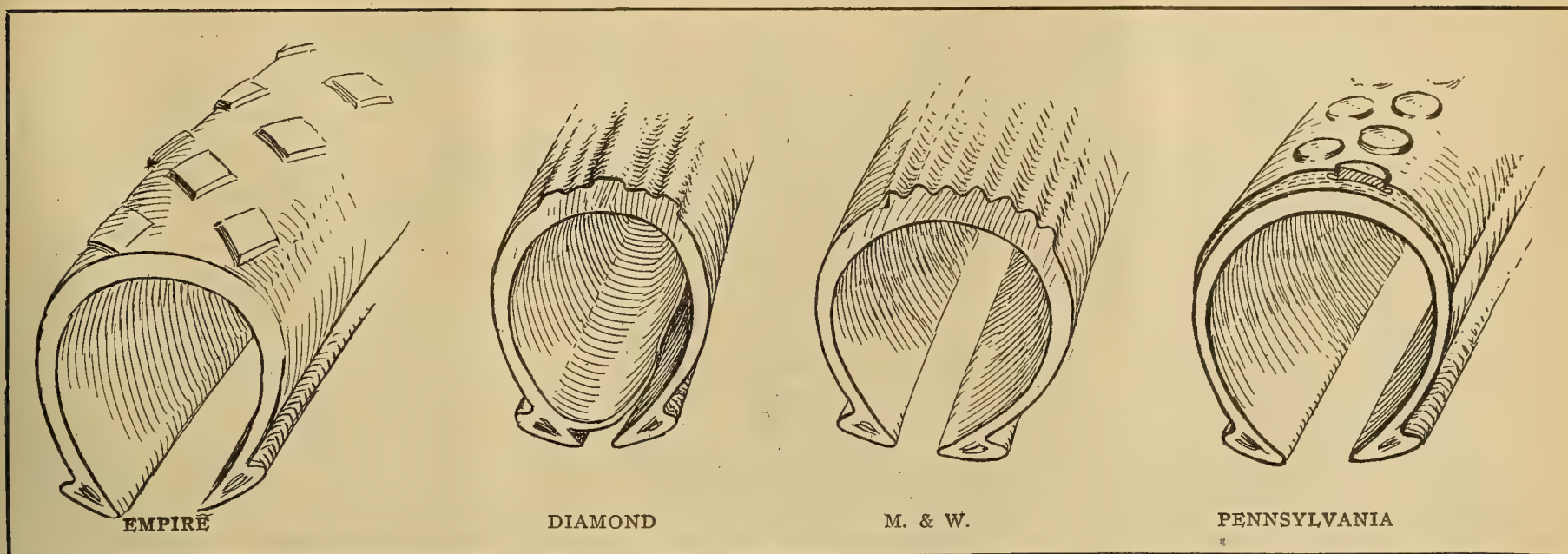
The exhibit of the Pennsylvania Tire Co. is the one which contains the only departure from general practices. This is in the form of a tire in which two rows of steel discs are incorporated in the tread for anti-skid purposes. A corrugated tire of standard pattern also is shown; likewise a new rubber belt which just has been added to the Pennsylvania productions.

One of the most novel treads is displayed not by any of the tire manufacturers, but applied to an Excelsior motorcycle. It is

OTHER TREADS DESIGNED TO PREVENT SKIDDING



FOUR MORE VARIETIES OF NON-SKID TREADS



novel in that the letters XLCR are moulded circumferentially on the tread and form a non-slip design.

Save in the matter of spark plugs, there is nothing markedly new in respect to ignition apparatus. The very newest plug is the Apropos, shown by the R. E. Hardy Co., of New York, in connection with their older Sta-rite plug. It differs from others in that the central electrode is placed in a hollow, flush with the porcelain. This form of construction is employed on the principle that the capillary attraction of the porcelain is strong enough to draw lubricating oil away from the electrode and thus render fouling impossible.

Of an entirely different type of construction is the Reliance plug, shown by the Jeffery-Dewitt Co., of Newark, N. J. Insulation is of either porcelain or mica; the sparking point, a hair-like platinum wire baked in and brought flush with the surface of the insulator; contact is obtained by means of a copper quill in a mica tube, leading through the center of the insulator. A triple pellet of resistance material is inserted under the cap to take the place of the usual air gap. Asbestos packed in a copper sheath is used for flexible support of the porcelain core. Proof against fouling and an intense and concentrated spark are the advantages claimed for this form of construction.

The tendency toward the development of special plugs for use in magneto fired motors is indicated by the Jewel plug shown by the Pittsfield Spark Coil Co., Dalton, Mass., which has two sparking points instead of one. However, a plug with but one point still forms a part of the Jewel line. The plugs are mica-insulated and fitted with brass bushings.

Other plugs specially designed for magneto use are the Bosch, shown by the Bosch Magneto Co., New York, and the Bougie Mercedes displayed by Herz & Co., New York, for insulating material. The former employs a steatite cone pressed into the brass plug body by two brass packing rings.

The sparking surface is made unusually ample by the employment of a concentric ring connected with the central pin and the inner circumference of the plug body. The Bougie Mercedes consists of two parts. Both are "fire proof," stone-ground and tapered to fit into the steel without packing of any kind. The electrode is formed by a cup shaped platinum alloy disc, with six sparking points.

The old reliable Splitdorf plug is continued without substantial change. It is distinguished by white mica insulation and extra heavy sparking points which adapts it to magneto use.

The Red Head, the product of the Emil Grossman Co., New York, is a mica plug which has earned a name for automobile use, and which has been adapted for motorcycle work. It is a conventional brass-mica combination, of neat design, for which no novelty but great serviceability and low price are claimed.

In magnetos there is nothing essentially new. The Bosch retains all the features which have given it such a proud position, and the Herz, with its small, compact, circular magnets, remains the most distinctive. The Simms, marketed by the Simms Magneto Co., of New York, is shown for the first time, but as it is a replica of the Bosch, which originally was styled the Simms-Bosch, it is new only in respect to its individual designation; it is made with both plain and ball bearings. The newest creation was received from Germany just in time to be included in the exhibit of the J. S. Bretz Co., of New York, the American importers; it is the type "L.R.1." U. & H. magneto and is shown for the first time this side of the water. Although hitherto unexhibited in a size suitable for motorcycle use, the U. & H. principle already is familiar to those who follow the mechanical side of automobile matters. The motorcycle magneto, of which only the single cylinder pattern is exhibited, is a reduced copy of the standard instrument, which has been on the American market for several

years. The leading characteristic of the Unterberg & Helme design, is the interrupter, which is distinctive in that the contact is made and broken by a very slight movement of the contact hammer in a direction parallel to the armature shaft, instead of at right angles to it, as is more frequently the case. The movable member is a large flat phosphor bronze spring in the form of a disc with an extension on one side which is folded back upon itself, thus forming the yielding member. A face cam mounted in the stationary cover of the contact breaker engages the free end of the contact piece, serving to break the circuit momentarily when the spark is required. The armature is of the true high tension type, with double windings, and all moving parts are securely mounted within dust proof housings.

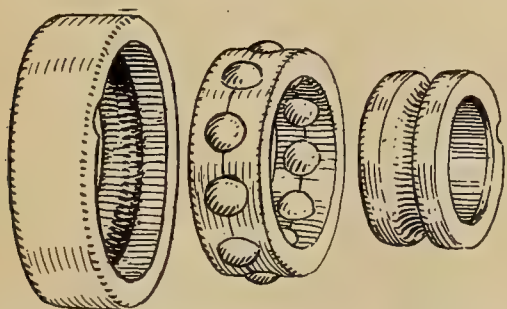
Spark coils are shown by C. F. Splitdorf, the Connecticut Telephone and Electric Co., and the Pittsfield Spark Coil Co., but they differ in no way from the previous productions of those manufacturers.

Two new carburetters, however, are in evidence, the Bowers and the M-B. The former, which possesses some unique features, is the product of the Gilbert Mfg. Co., of New Haven, Conn. It is of the Venturi tube type, with vertical draft direct through the instrument, auxiliary air being admitted through an original metal diaphragm at top of tube. The diaphragm is made of sheet brass with valves of phosphor bronze riveted to it. These valves are of the same size and thickness, but have slots of varying size at the point of tension, so that one valve is lighter than the other. They open in succession and admit supplies of supplementary air without further adjustment. For convenience in assembling, the top part of the carburetter can be rotated so as to bring the inlet into any position desired.

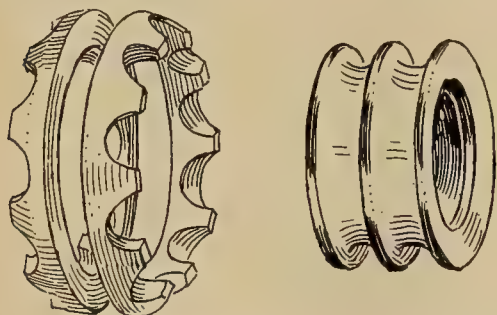
Rotating the bowl of the carburetter so that intake as well as gasoline inlet can be independent of each other, set in any desired position, is one of the features of the M-B carburetter, made by A. R. Mosler & Co.,

New York City, who are better known as producers of the Spitfire spark plug. The gasoline inlet is fitted with a brass screen, which is also one of the distinctive appurtenances of the starting device. The gasoline flows into a sharp edged receptacle enclosed with a fine-mesh brass screen through which a current of air is drawn. A particularly long spring is designed to keep the valve at its seat even when at its weakest adjustment. Besides these novel features the M-B carburetter is claimed to be proof against backfires, due to the use of the wire gauze, the arrangement of which is such that the returning flame from the cylinder is effectually stopped.

In addition to their internal expanding brake and following the suggestion implied by its name, the New Departure Mfg. Co.,



NEW DEPARTURE SINGLE ROW BEARING

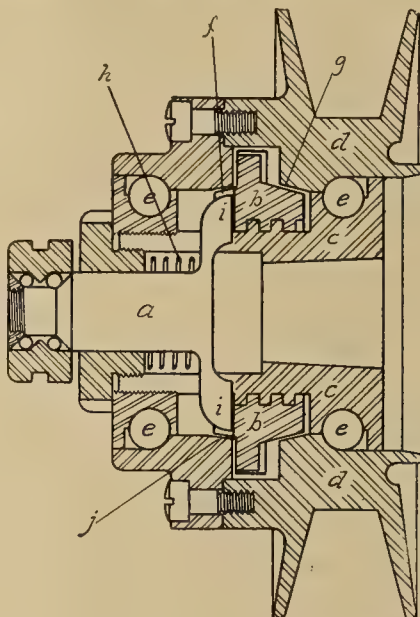


NEW DEPARTURE BEARING SEPARATOR

New Britain, Conn., has introduced what is claimed to be a radical improvement in ball bearing construction in the use of special alloy phosphor bronze in the separators employed in the annular type of bearing. Because of its toughness and non-frictional qualities, this metal is said to cause no heating of the balls even at exceptionally high speeds, and also not to destroy the high polish of the ball surface. The separators are formed in two sections, with deep pockets let into one side of each piece, the thickness being nearly equal to the diameter of the balls, and the diameter of the spherical pockets enough greater than of the balls to allow a small amount of lubricant to be retained. In the double row bearings, the separators are matched back to back, the metal between the pockets reaching out in the form of little fingers which clamp the balls. In the new single row type, which is an innovation this year, the separators are riveted together face to face, thus forming complete enclosures for the entire surface of the balls, save at the points where they come in contact with the races. This nearly complete enclosure of the balls, is said to

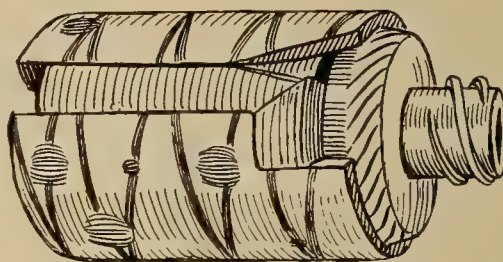
be of great advantage in protecting them from dirt.

The Eclipse exhibit is made notable by the first public display of the Eclipse free engine pulley, which already has become widely known and which has scored such a hit. The pulley seems to bear out all that has been said of it and is destined to play an important part in solving several problems. It comprises, essentially, a cone



ECLIPSE FREE ENGINE PULLEY

clutch on a crank shaft and which is incorporated within the pulley. The clutch is in the form of a nut which is mounted on a screw thread, formed on a collar which is keyed to the crank shaft. By means of a sliding key, which also turns with the engine, the nut is prevented from turning independently of the shaft when the pulley is in the free position. As soon as the key is released from a slot in the nut with which it is engaged while the clutch is free of the engine, the very slight amount of friction between the nut and the pulley causes it to lag behind the crank shaft by a fraction of a turn. This, in turn, has the effect of causing it to advance along the



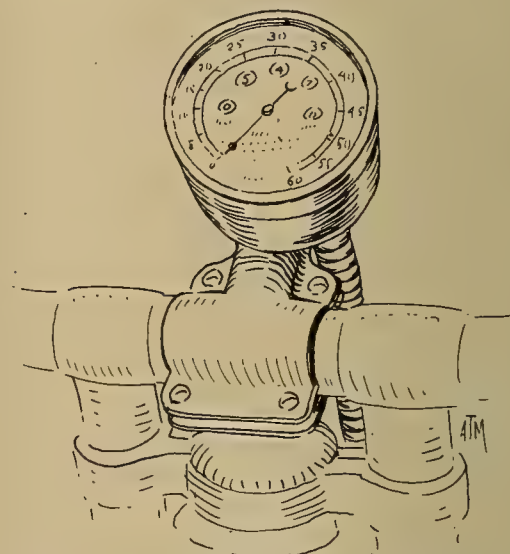
ECLIPSE COASTER BRAKE

screw thread and so come into engagement with the conical seat in the pulley, thus securing the driving relation. As soon as the sliding key is again released, a spring behind it drives it inward toward the engine, with the result that it again finds the slot in the face of the nut and constrains the latter to turn with the crank shaft. Incidentally, the conical nut has backed away from its seat in the pulley, leaving the latter free to turn independently of the engine,

or, what amounts to the same thing, leaving the engine free to revolve without affecting the pulley or the driving belt in any way.

The Eclipse company also shows its other innovation, a coaster brake employing cork inserts. Save for the several small corks which are inserted in the expanding sleeves, the brake differs in no wise from the Eclipse as heretofore known.

Excepting the well known Jones speedometers, the only instruments intended for indicating the speed of motorcycles are shown by the Stewart & Clark Mfg. Co., of Chicago, Ill., a concern which has cut a big figure in the automobile industry, and which is but just reaching into the motorcycle field. Two models are exhibited, one having an extreme range of 60 miles per hour, and which sells for \$12, and the other



STEWART MULTIPOLAR SPEEDOMETER

which registers speeds up to 90 miles, and which lists at \$15. They are of the magnetic or multipolar type, and the construction of both is identical. The motion of the front wheel is transmitted by means of a bevel geared shaft to a circular double magnet (4 poles), the attraction of these poles being exerted upon a freely moving disc connected with the pointing hand on the dial. The greater the speed of revolution of the magnet, the further the disc will be deflected in the direction of the hands of the clock. A fine spiral spring fastened to the disc furnishes the resistance to be overcome and turns the dial hand back towards zero when the speed decreases. These speedometers, which also include odometers, are said to be proof against climatic influences and are guaranteed by the manufacturers for a period of five years.

Lamps have undergone no change. The Badger Brass Mfg. Co., Kenosha, Wis., makers of the well known Solar gas lamps, has the only exclusive exhibit of the sort, but 20th Century headlights and generators are included in the exhibit of F. A. Baker & Co., and the Motor Car Equipment Co. display several imported productions. The two latter concerns and Charles E. Miller and the New York Sporting Goods Co. show also a great variety of spark plugs, horns,



A RIGID FRAME

makes an easy running bicycle. The rider's propelling power is transferred to the wheels without loss.

A rigid frame means long life to the bicycle. It preserves perfect alignment and saves strain on all the running parts.

THE IVER JOHNSON TRUSS BRIDGE BICYCLE

has one of the lightest but THE MOST RIGID FRAME MADE. It's built like a truss bridge. Every other part is of an equal grade of excellence.

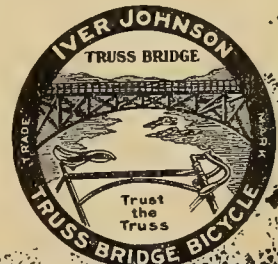
Dealers everywhere refer to the Iver Johnson as an easy seller and a guarantee against "comebacks." Send for our 1910 Catalogues.

IVER JOHNSON'S ARMS AND CYCLE WORKS, Factory and General Sales Office, 360 River St., Fitchburg, Mass.

Pacific Coast Distributors: **BAKER & HAMILTON**, San Francisco, Cal.

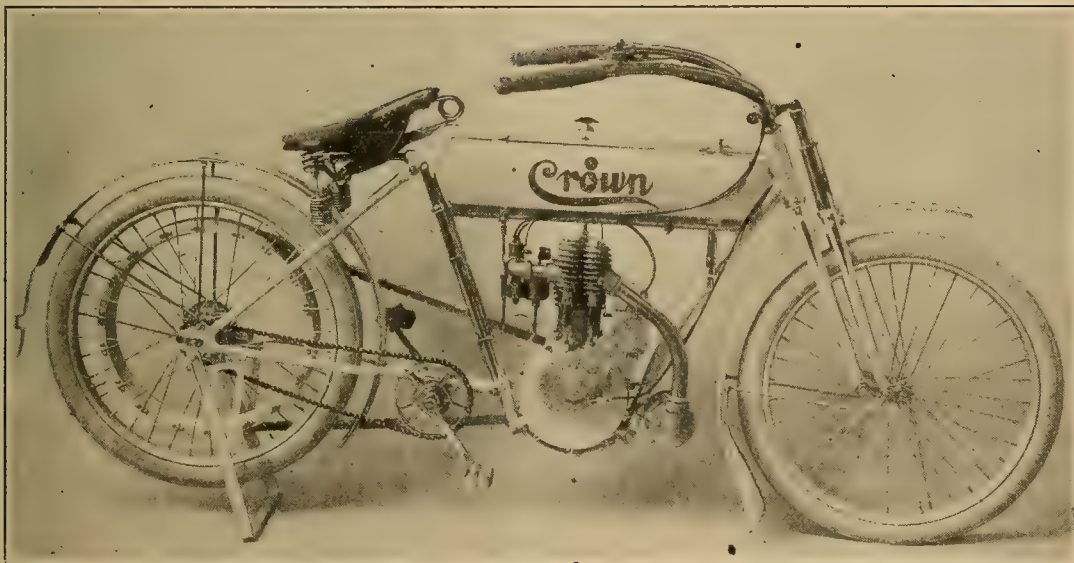
Southern Selling Agents: **HENRY KEIDEL & CO.**, Baltimore, Md.

New York Office: 99 Chambers St.



We have had it under way for a long time but now that we are absolutely sure that it is right, we are prepared to hear from agents and riders concerning the

CROWN MOTORCYCLE



The most thoroughly modernized and most beautifully finished machine ever offered.

Ball bearing motor, $3\frac{1}{4} \times 3\frac{1}{2}$ inches, developing more than 4 horsepower.

V-belt transmission, with Eclipse free engine pulley; magneto ignition.

Imported Brown & Barlow carburetter.

Low double bar frame; spring fork; 58-inch wheel base; 26-inch wheels; Corbin band brake. Fuel capacity, $2\frac{1}{2}$ gals. gasoline; 1 gal. oil. Feed pump with glass indicator; strainer in gasoline line.

Wide mud guards. Stand. Large tire pump.

It is simply impossible for anyone to build a better motorcycle or offer greater value; we have gone the limit.

Write us and let us show you the way to genuine and unadulterated pleasure and satisfaction.

GOOD TERMS FOR GOOD AGENTS

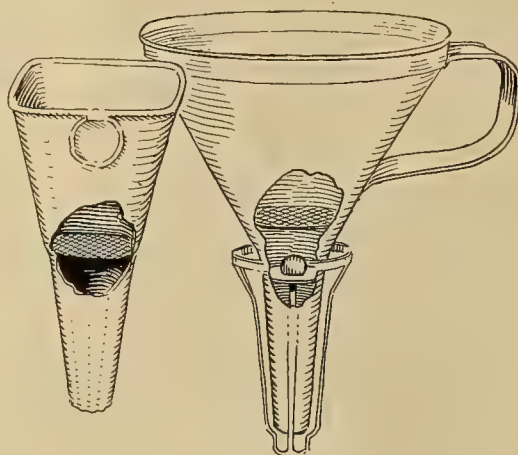
GREAT WESTERN MANUFACTURING COMPANY, Laporte, Ind.

goggles, leggings, tools and other accessories. Miller likewise exhibits the Brampton imported roller chain. The American chains in evidence are the Whitney and the Diamond. Both are of the $\frac{5}{8}$ -inch pitch roller type and are well made productions. Each is distinguished by a detachable repair link which is of quick-acting and distinctive pattern.

The only saddle or leather goods display is made by the H. & F. Mesinger Mfg. Co., of New York, who show both their well known Cavalry and Standard Suspension saddles fitted with their ingenious shock absorbers. One of the newer Mesinger productions in evidence, however, is a patent leather magneto cover for which there should be considerable demand. Other new things are a mud guard extension or splashier, and a tool kit.

One of the proverbial "long felt wants" of the motorcyclist may be, perhaps, satisfied by the new non-slop funnel, which the Dover Stamping & Mfg. Co., Cambridge, Mass., exhibits for the first time. In a way, it is a funnel within a funnel. For outside the ordinary neck is a short conical sleeve, which is free to slide up and down upon

the principal member, and which carries an internal stem to which a small ball valve is attached. The ball is arranged to seat in a circular opening in a disc which closes the lower part of the funnel proper, so that when held in the hand, no liquid can flow out of the opening at the bottom. When



NEW DOVER GASOLENE FUNNELS

the funnel is placed in the tank opening, however, the slight movement of the outer sleeve, which is caused by the weight of the oil or gasoline, serves to open the little ball valve and so to release the contents. When the tank is filled, merely raising the

funnel out of the filler stops the flow of liquid and prevents flooding. A smaller affair, like the non-slop type, fitted with strainer gauze, is made in such small proportions that it may be carried in the vest pocket without causing the latter to bulge excessively.

Known favorably to automobilists for a number of years, the Shaler electric vulcanizer intended for home use in tire repairing, as well as for repairmen's purposes, has now been reduced to a size suitable for use upon motorcycle tires and is exhibited for the first time by C. A. Shaler & Co., Waupun, Wis. The device is compact, and efficient, and while not so constituted that it can be connected with any corner lamp post when vulcanized repairs are to be made, actually is designed to be connected with any lamp socket such as is found in the lighting system of the home or shop.

The Manufacturers Foundry Co., Waterbury, Conn., is the only exhibitor of anything relating to separate motors and its display is confined to the cylinder casting for both singles and twins on which it has built such a proud reputation.

SUMMARY OF EXHIBITORS AND THEIR EXHIBITS

Motorcycles.

American Motor Co., Brockton, Mass. (605)—M-M.

Aurora Automatic Machinery Co., Aurora, Ill. (610)—Thor.

Baker & Co., F. A., New York City (616)—Indian and Pierce motorcycles, supplies and specialties.

Consolidated Mfg. Co., Toledo, O. (602)—Yale.

Emblem Mfg. Co., Angola, N. Y. (619)—Emblem.

Excelsior Supply Co., Chicago, Ill. (613)—Excelsior.

Greyhound Motor Works, Buffalo, N. Y. (611)—Greyhound.

Harley-Davidson Motor Co., Milwaukee, Wis. (608)—Harley-Davidson.

Hendee Mfg. Co., Springfield, Mass. (606)—Indian.

Herring-Curtiss Co., Hammondsport, N. Y. (607)—Curtiss.

Marvel Motorcycle Co., Hammondsport, N. Y. (620)—Marvel.

Merkel-Light Motor Co., Pottstown, Pa. (600)—Merkel and Light.

Miami Cycle & Mfg. Co., Middletown, O. (618)—Racycle.

New Era Auto-Cycle Co., Dayton, Ohio (614)—New Era.

N. S. U. Motor Co., New York City (603)—N. S. U.

Pierce Cycle Co., Buffalo, N. Y. (612)—Pierce.

Reading Standard Co., Reading, Pa. (609)—R-S.

Reliance Motorcycle Co., Owego, N. Y. (621)—Reliance.

Royal Motor Works, Inc., Worcester, Mass. (617)—Royal Pioneer.

S. D. Mfg. Co., Brooklyn, N. Y. (622)—S-D.

Accessories.

Ajax-Grieb Rubber Co., Trenton, N. J. (120 Elevated platform)—Ajax tires.

Badger Brass Mfg. Co., Kenosha, Wis., and New York City (157 Elevated platform)—Solar lamps and acetylene generators.

Bicycling World Co., New York City (601)—Bicycling World and Motorcycle Review and "Care and Repair of Motorcycles."

Bosch Magneto Co., New York City (255 Balcony extension, Fourth avenue)—Bosch magnetos.

Bretz Co., J. S., New York City (226 Balcony)—Magnetos, ball bearings and Bowden wire controls.

Connecticut Telephone & Electric Co., Meriden, Conn. (114 Elevated platform)—Spark coils and ignition devices.

Continental Rubber Works, Erie, Pa. (136 Elevated platform)—Continental tubes.

Diamond Chain & Mfg. Co., Indianapolis, Ind. (181 Elevated platform)—Chains.

Diamond Rubber Co., Akron, O. (101 Elevated platform)—Diamond tires.

Dover Stamping & Mfg. Co., Cambridge, Mass. (405 Second tier)—Funnels and measures.

Eclipse Machine Co., Elmira, N. Y. (615)—Eclipse coaster brakes and free engine pulleys.

Empire Tire Co., Trenton, N. J. (122 Elevated platform)—Empire tires.

Fisk Rubber Co., Chicopee Falls, Mass. (178 Elevated platform)—Fisk tires.

Geiszler Bros., New York City (235 Balcony)—Storage batteries.

Gilbert Mfg. Co., New Haven, Conn. (166 Elevated platform)—Lamp and tire covers.

Goodrich Co., B. F., Akron, O. (100 Elevated platform)—Goodrich tires.

Goodyear Tire & Rubber Co., Akron, O. (103 Elevated platform)—Goodyear tires.

Grossman Co., Emil, New York City (240 Balcony)—Spark plugs and ignition cable.

G & J Tire Co., Indianapolis, Ind. (105 Elevated platform)—G & J tires and specialties.

Hardy Co., R. E., Detroit, Mich. (125 Elevated platform)—Sta-Rite spark plugs.

Hartford Rubber Works Co., Hartford, Conn. (182 Elevated platform)—Hartford tires.

Herz & Co., New York City (169 Elevated platform)—Herz magnetos and plugs.

Jeffrey-Dewitt Co., Newark, N. J. (215 Balcony)—Spark plugs.

Jones Speedometer Co., New York City (113 Elevated platform)—Speedometers and odometers.

Light Mfg. & Foundry Co., Pottstown, Pa. (112 Elevated platform)—Aluminum and bronze castings.

Manufacturers Foundry Co., Waterbury, Conn. (137-A Elevated platform)—Cylinder castings.

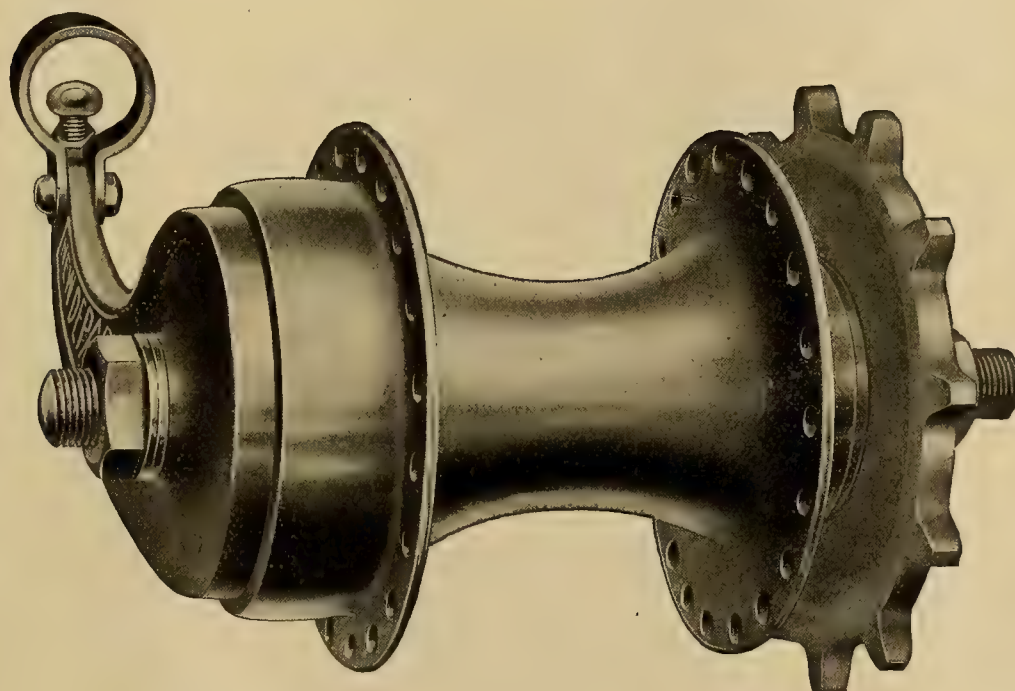
Mesinger Mfg. Co., H. & F., New York City (504 Basement)—Saddles, magneto covers and leather specialties.

Mezger, C. A., New York City (115 Elevated platform)—Spark plugs.

Miller, Charles E., New York City (209 Balcony)—Supplies and accessories.

New Departure

INTERNAL EXPANDING BAND



COASTER BRAKE FOR MOTORCYCLES

is positively the last word in a coasting and braking device for high or low powered motorcycles.

Its dependability, strength and effectiveness have been proven by riders everywhere on highway and race track.

It is the ideal equipment because it completely eliminates brake troubles motorcyclists have experienced.

It is mechanically impossible for a new brake to wind up, bind or lock.

It cannot cut into the brake drum.

It will not "feed up" or drag the pedals when coasting.

It responds instantly to the slightest back pedal pressure.

Parts are heavy and practically indestructible.

Powerful enough to stall high powered motors.

Is fully guaranteed.



Brake Band and Lever.

Space 524, Basement, Madison Square Garden

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors.

Morgan & Wright, Detroit, Mich. (180 Elevated platform)—Morgan and Wright tires and specialties.

Motorcycle Publishing Co., New York City (604)—Motorcycle Illustrated.

Mosler, A. R., New York City (158 Elevated platform)—Spitfire spark plugs.

Motor Car Equipment Co., New York City (Balcony extension, Madison avenue)—Supplies and accessories.

National Carbon Co., Cleveland, O. (119 Elevated platform)—Dry batteries.

New Departure Mfg. Co., Bristol, Conn. (524 Basement)—Coaster brakes and ball bearings.

N. Y. Sporting Goods Co., New York City (230 Balcony)—Accessories and supplies.

Pennsylvania Rubber Co., Jeannette, Pa. (107 Elevated platform)—Pennsylvania tires.

Pittsfield Spark Coil Co., Dalton, Mass. (150 Elevated platform)—Pittsfield spark coils and plugs.

Post & Lester Co., The, Hartford, Conn. (529 Basement)—Supplies and accessories.

Shaler Co., C. A., Waupun, Wis. (201 Balcony)—Electric vulcanizers.

Simms Magneto Co., New York City (218 Balcony)—Simms magnetos.

Splitdorf, Inc., C. F., New York City (102 Elevated platform)—Magnetos, coils and plugs.

Standard Welding Co., Cleveland, O. (156 Elevated platform)—Tubing, electrically welded parts and rims.

Stewart & Clark Mfg. Co., Chicago, Ill. (176 Elevated platform)—Speed indicators.

Stevens Co., New York City (266 Balcony extension, Fourth avenue)—Keno pumps and connections.

Veeder Mfg. Co., Hartford, Conn. (179 Elevated platform)—Cyclometers.

Whitney Mfg. Co., Hartford, Conn. (151 Elevated platform)—Chains and keying systems.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

Tourist Trophy Prospects for 1910.

Although the date has not yet been announced the 1910 Tourist Trophy race will be held on the Isle of Man, over the same course as last year, some of the rules already having been announced. It is not impossible that America will be represented in the race, not only by machines, but by riders, according to the entries that have already been made. According to English advices six official entries have been received by the committee in charge of the arrangements—two from W. H. Wells, the English agent for the Indian, three from

The definition of a touring machine has materially been altered and this year's entrants must conform to the following restrictions:

"All machines entered must be touring machines, without pedalling gear, fitted with two brakes, tool bag weighing (with contents) not less than 4 pounds, motorcycle tires not less than 2½ inches, metal mudguards not less than 3½ inches wide measured straight across from edge to edge, tank to carry not less than 1¼ gallons of gasoline."

Whether or not the contestants will be required to carry mufflers during the race has not yet been decided, but it has been decreed that during practice, which has been restricted to seven days, machines must be so equipped.

It is more than probable and regarded as desirable that the race take place during either May or June. By a majority vote of 10 to 7, the committee at a meeting held during the Stanley Show, decided in favor of September, but the Manx Highway Board, through whose courtesy the contest is allowed, suggested that May or June would be a more convenient time.

The distance of the 1910 race has not definitely been decided, but an early announcement is expected. The course will be the same as before, starting from St. John's to Ballacraigne, and thence by Kirk Michael and by the coast road to Peel, and back to St. John's, a distance of 15 miles 1,430 yards. The committee has power to decide on a distance not less than 150 and not more than 300 miles. Last year the distance was 158 miles, but it is expected that a longer race will be in order this season.

F. A. M. Gaining Ground in Vermont.

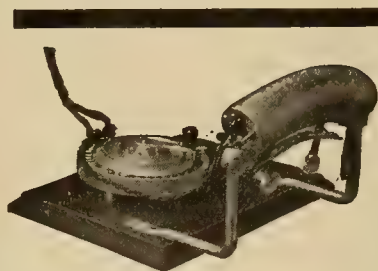
Vermont, which heretofore has been rather barren territory for the F. A. M., is showing the result of the "magic touch" of C. C. Wilber, the vice-president of the Eastern District. Following his appointment as commissioner, D. C. Johnson has found a state secretary in J. B. Crandon, of Bellows Falls, whom he has formally designated to fill that office.



the Hendee Mfg. Co., and one from W. O. Bentley.

In last year's race, the distance of which was 158 miles 220 yards, there were two classes eligible—single cylinder machines up to 500 cubic centimeters piston displacement, and twin cylinder machines not exceeding 750 cubic centimeters. This year, however, the twins will be restricted to 670 cubic centimeters, the formula used being "diameter of the piston in centimeters squared times .7854 times the stroke in centimeters times the number of cylinders."

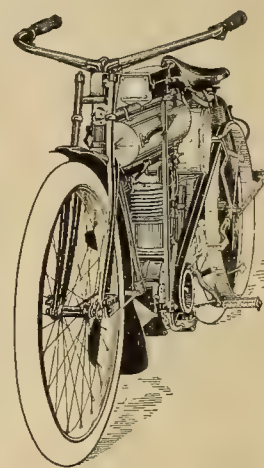
SHALER Electric Vulcanizer



Our New Motorcycle Tire Vulcanizer is modeled after our Type C Auto Tire Vulcanizer. There are nearly 5,000 garages coining money with the Auto Tire Type.

Get wise, Mr. Motorcycle Man. Seize this opportunity to add to your profits.

The Only Motorcycle Tire Vulcanizer Made.
C. A. SHALER CO. Box F, WAUPUN, WIS., U.S.A.



YALE MOTORCYCLES

Hold World's Record for Endurance

Most economical to operate.
1910 models being delivered.
Attractive agency proposition.

WRITE TODAY

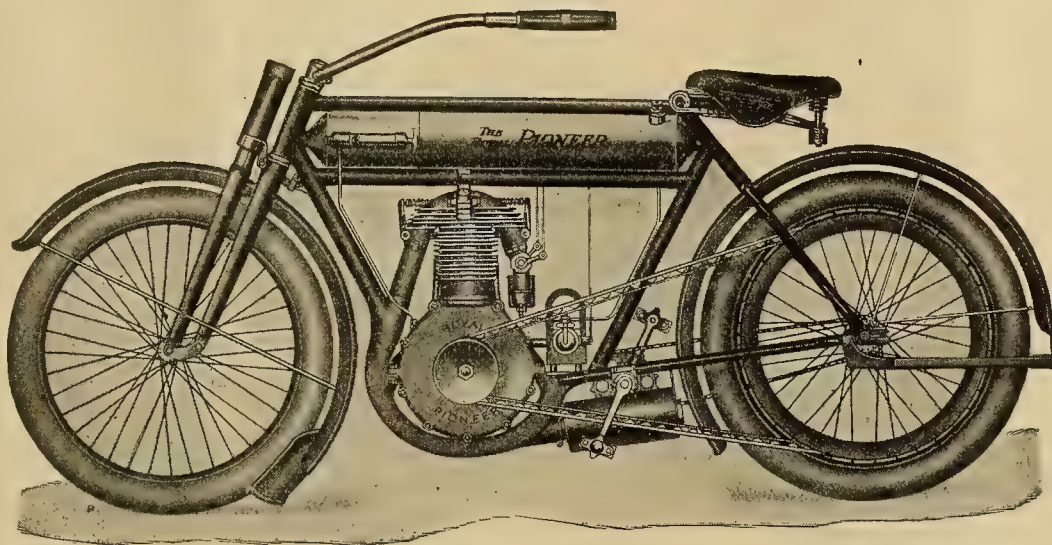
The Consolidated Mfg. Co.
1709 Fernwood Ave. TOLEDO, OHIO

THE PIONEER—1910

Refined and
Standardized

Mechanically operated valves in head over piston; no side ports. One cam operates both valves. Cylinder capacity, $30\frac{1}{2}$ cubic inches. Power, $44\frac{1}{2}$ horse. Hess-Bright automobile ball bearings in motor.

Two tanks, round brass, plated, double torpedo; sight feed force pump, Bosch magneto. Adjustable crank hanger. Wata-Wata belt. Compound cushion fork, with rebound check spring.



A New TESTIMONIAL IN EACH ADVERTISEMENT

Dayton, Ohio.
Gentlemen: Received my machine last Friday, and must say it is a dandy. I took my first ride last Sunday. I intended to ride about three or four blocks, but it kept on going so nicely that I kept on going and rode about fifteen miles, with several big hills in between, before I stopped. Hills are like level roads to the Royal Pioneer.

Everyone that sees it says that it is the prettiest motorcycle they ever saw, and I think so myself. Yours truly,

H. J. N.

P. S.—When is a hill not a hill?

Answer — When the Royal Pioneer tackles it.

The above constitutes such a group of valuable features as is found in no other machine on earth, yet the story is not half told.

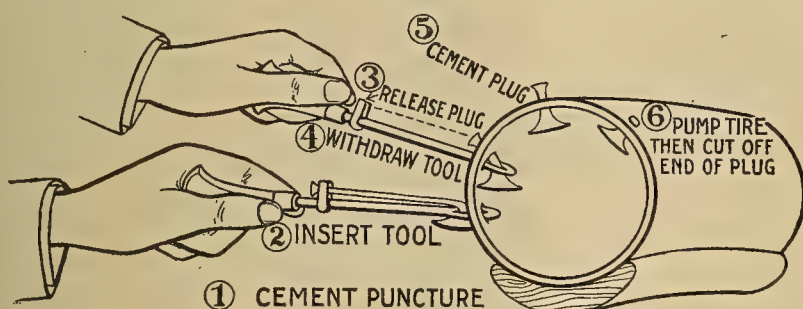
Write for latest Catalog.

ROYAL MOTOR WORKS, Inc., Worcester, Mass.

The Repair of Single Tube Tires

without injuring them is made possible by the

J. G. REPAIR TOOL AND PLUG



No burning or cutting necessary. Outfit put up in boxes with 100 plugs for the trade, or with one dozen plugs for the rider. Write for prices.

JOS. GLANZ, 379 Capitol Avenue, Hartford, Conn.

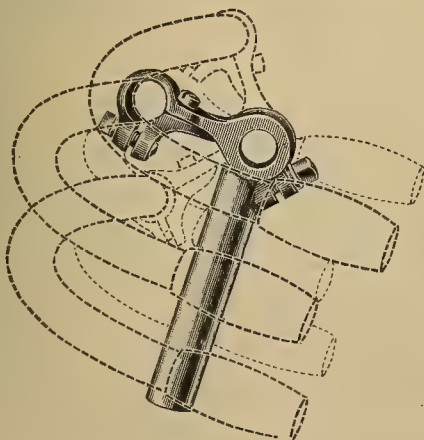
ECHO

ADJUSTABLE
ALL-WAYS
HANDLE BAR
EXTENSION

Write for Prices

Forsyth Mfg. Co.

BUFFALO, N. Y.



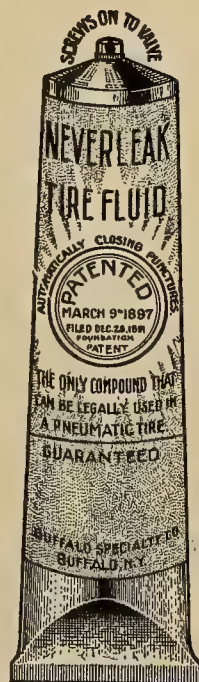
HALT!

\$25 Reward

For information about any dealer or repairman using or handling any Compound, Powder, Fluid or Semi-liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our

NEVERLEAK PATENTS

Write for conditions under which the above reward will be paid.



BUFFALO SPECIALTY CO., Buffalo, N. Y.



G & J TIRES

The Result of Over and Leadership in Mot What It Means to

You take no chances when you specify G & J Motorcycle Tires and Double Clincher Rims. This equipment has given such excellent service year after year that it has become universally recognized as the highest standard, and unequalled by any other Motorcycle equipment on the market.

The G & J Motorcycle Tire is made from the choicest of high grade rubber, and it is put through slow, tedious, expensive processes that develop its toughness and durability to the utmost. As a result, G & J Motorcycle Tires enable you to travel any road and any distance with perfect confidence that you will not be held up or bothered with tire troubles.

The G & J Double Clincher Rim has proven so much more satisfactory than the

G & J TIRE CO

Get a copy of our

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SAN FRANCISCO—414 Van Ness Ave.
DENVER, COL.—204 Sixteenth St.
BUFFALO—912 Main St.
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LOS ANGELES—1011 S. Olive St.



G & J TIRES

Years' Experience

cycle Tire Construction

Motorcycle Rider

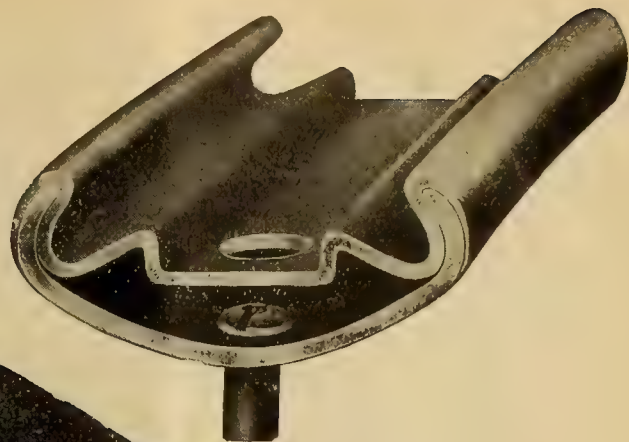
old style single clincher rim, that it is now demanded by practically every motorcycle rider. It does not bend or dent as easily as the single clincher. Its strength relieves a great deal of the strain on the spokes which prevents the wheel from getting out of alignment.

Another advantage of the construction of the Double Clincher Rim is the fact that the nipples on the ends of the spokes do not interfere with the perfect seating of the

tire in the channel of the rim. When tightening the spokes they often extend through the nipple and damage the tire—this trouble is also eliminated.

Remember—you can have this equipment by simply specifying it when you place your order. There is no extra charge or delay in shipment.

dianapolis, Ind.
Motorcycle Book.



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 ATLANTA, GA.—35 N. Pryor St.
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G & J TIRES

G & J TIRES

The Result of Over Six Years' Experience and Leadership in Motorcycle Tire Construction What It Means to the Motorcycle Rider

You take no chances when you specify G & J Motorcycle Tires and Double Clincher Rims. This equipment has given such excellent service year after year that it has become universally recognized as the highest standard, and unequalled by any other Motorcycle equipment on the market.

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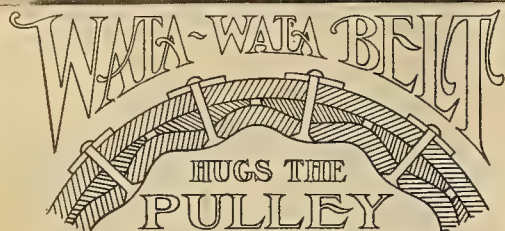
G & J TIRE CO., Indianapolis, Ind.

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DENVER, COL.—204 Sixteenth St.
BUFFALO—912 Main St.
PHILADELPHIA—713 N. Broad St.
ST. LOUIS—4148 Olive St.
LOS ANGELES—1011 S. Olive St.

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PATENTED IN AMERICA AND ENGLAND

We are Sole American Agents for the Genuine Wata-Wata belting.

A MINISTER'S EXPERIENCE.

The Rev. B. H. Davis writes:

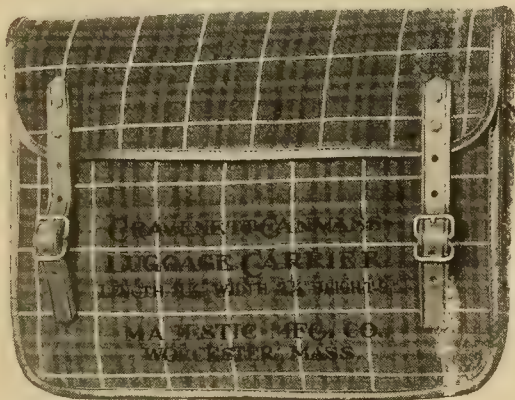
"The $\frac{7}{8}$ -inch belt on my 3 h.p. has done well over 7,000 miles this season, including 1,279 miles in the six days' record. Their immunity from trouble has made me an enthusiastic supporter of your belts."

REDUCED PRICES FOR 1910.

CUT DOWN YOUR EXPENSE AND INCREASE YOUR SPEED AND POWER BY FITTING THE GENUINE WATA-WATA. It means more fun and less work; money in your pocket at the end of the season and victories and prizes in contests.

SPECIFY THE MAJESTIC WATA-WATA ON YOUR MOTORCYCLE

Buy of your Dealer or direct remitting with order. A fastener free with each belt.



Waterproof Luggage Carrier.

Size 13"x2 $\frac{1}{2}$ "x9", being increased 1 $\frac{1}{2}$ inches in length for 1910. Brown canvass, covered with genuine cravenette. Double thickness at bottom. Two handlebar straps passing through steel and leather plate running full length of back. Extra strap to go around head. Last a lifetime.

Price \$2.75

BUY OF YOUR DEALER.

MAJESTIC
TUBULAR BAGGAGE CARRIER
WITH THREE HEAVY STRAPS



Fifty per cent. larger and 100 per cent. stronger for 1910. Four supports instead of two. Tubing increased in size. Heavier clips and bolts. Longer straps. Fits all 1909 and 1910 machines.

Price \$4.00

Order Now From Your Dealer.

DEALERS SUPPLIED BY JOBBERS.
JOBBERS SUPPLIED BY

D. P. Harris Hardware Co., New York,
or Majestic Manufacturing Co.
Worcester, Mass.

RECENT PATENTS.

929,381. Lamp Bracket. Joseph Bosnyak-ovits, Cleveland, Ohio. Filed May 20, 1909. Serial No. 497,323.

A lamp bracket for bicycles, comprising a plate, parallel apertured malleable lugs carried by said plate, a bolt adjustably mounted in said lugs, a sleeve loosely mounted upon said bolt between said lugs and adapted to be frictionally held thereby, an extension carried by said sleeve and provided with a lamp socket, and a hanger carried by the upper end of said plate to facilitate the fastening of the bracket to a bicycle, substantially as described.

NEW MARVEL
MOTORCYCLE

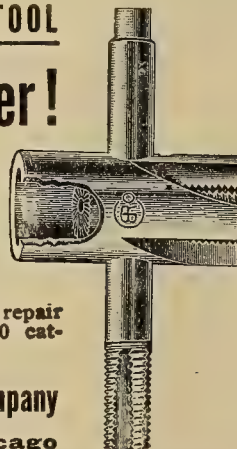
See it at the New York Show, Space 620, or ask for detailed information of "the motorcycle you cannot afford to let the other fellow sell in your locality."

FOUR IN ONE VALVE TOOL

Look, Mr. Jobber!

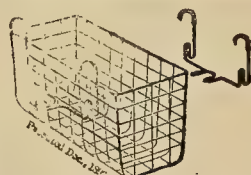
Our goods are properly made and we guarantee them to your dealer.

We ask you to consider the above—then send for what electrotypes you need. Bicycle and motorcycle parts, as well as the only complete line of roller skate repair parts, are shown in our 1910 catalogue.



A. Nelson Manufacturing Company

566 Randolph St. Chicago

DOW'S
BICYCLE LUGGAGE
CARRIER

Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

DOW WIRE AND IRON WORKS, Louisville, Ky.

Mesinger Cavalry No. 3

Best Saddle for long distance.

H. & F. MESINGER MFG. CO.,
1801-1803 First Ave. New York.

THE SIDNEY B. ROBY CO.,
ROCHESTER, N. Y.

Bicycle and Motorcycle Sundries

GET OUR PRICES

"BICYCLE
REPAIRING"

By S. V. D. BURR

Revised and Enlarged
Edition

208 PAGES

209 ILLUSTRATIONS

Treats of everything from the
equipment of the repair
shop to the repair of
a puncture.

Price, \$1.00, Postpaid

THE BICYCLING WORLD CO.

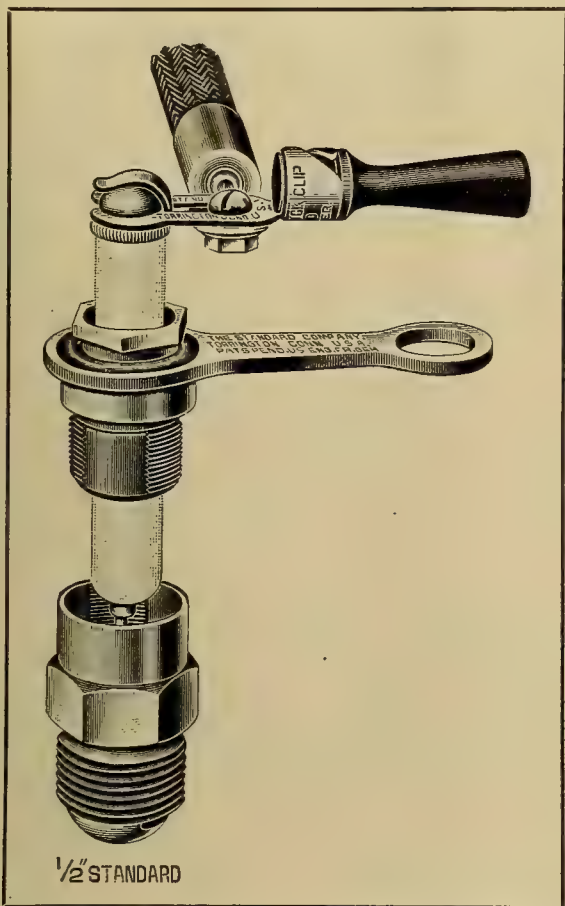
154 Nassau St.,

New York

Standard Equipment

of

Standard Quality



Breech Block Spark Plugs

you can clean them and yourself keep clean while you do it.

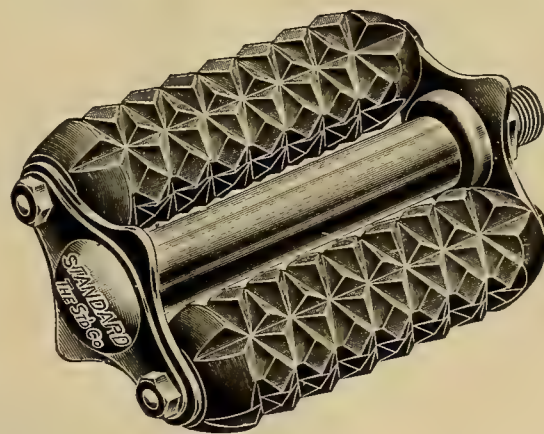
One-sixth turn opens and closes. The push of a finger locks securely.

The new insulated handle prevents shocks.

Breech Block plugs are in a class by themselves.

Standard Motorcycle Pedals

Wide and comfortable. Made of STANDARD construction, which means all of the quality in material and workmanship that can be put into a pedal.



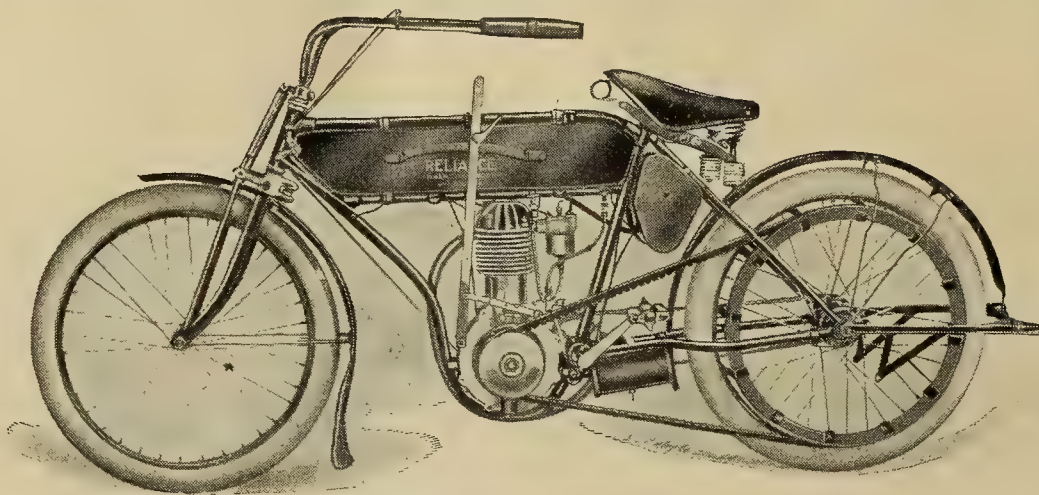
OTHER STANDARD NECESSITIES ARE

Emergency Axles, Sager Motorcycle Toe Clip, Diamond E  Spokes, Bridgeport and Standard Pedals, Sager and Standard Toe Clips.

SEND FOR OUR DESCRIPTIVE CIRCULARS

THE STANDARD COMPANY
Torrington, Conn., U. S. A.

Here Is What You Have Been Looking For—



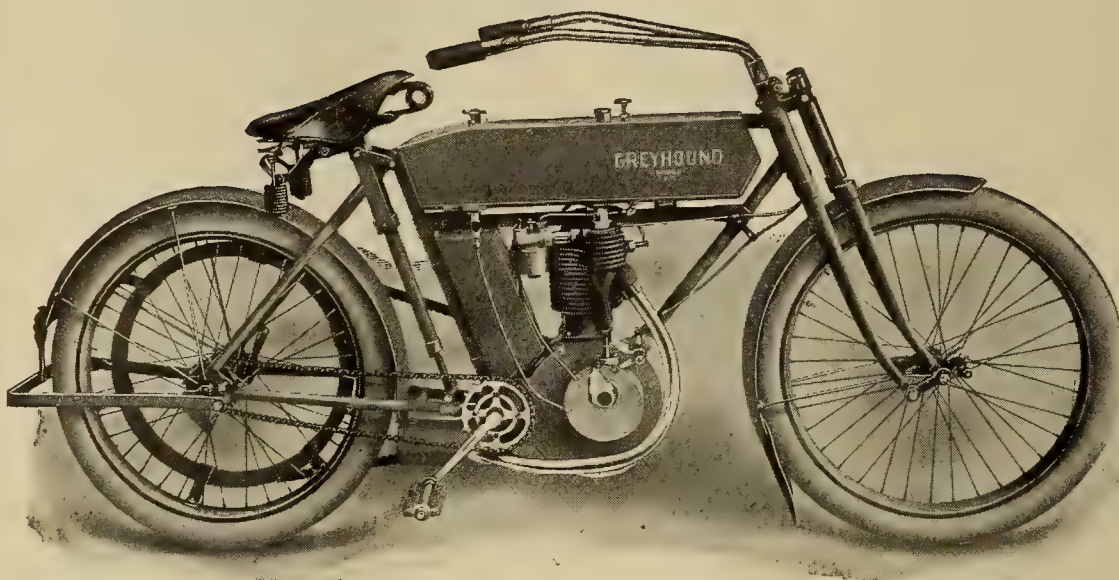
Model C as above, complete with the two speed pulley, \$225.

you are off. 5 to 1 on high, 9 to 1 on low. Write for complete specifications of this and our 4½ H. P. Single and 7 H. P. Twin.

RELIANCE MOTORCYCLE COMPANY, 444 Main St., Owego, Tioga Co., N. Y.

A motorcycle with a neat, compact two speed and free engine pulley, that is simplicity itself in construction, positive in its action, whether in high, low, or free engine position. **THINK OF IT!** Start engine on stand anywhere, on the steepest hill or deepest sand and then by just pushing forward a lever

THE SPLENDID GREYHOUND



has won golden opinions during the New York Show.

Our conviction that there was a great field for a motorcycle cleanly and honestly built, with up-to-date equipment and far better provision for the rider's comfort than any other, has been amply justified.

Business is the word now, and shipping dates form an important subject for consideration. Let us hear from you if you want motorcycles to ride or to sell.

GREYHOUND MOTOR WORKS, 1443 Niagara St. Buffalo, N. Y.

Members Motorcycle Manufacturers' Association.

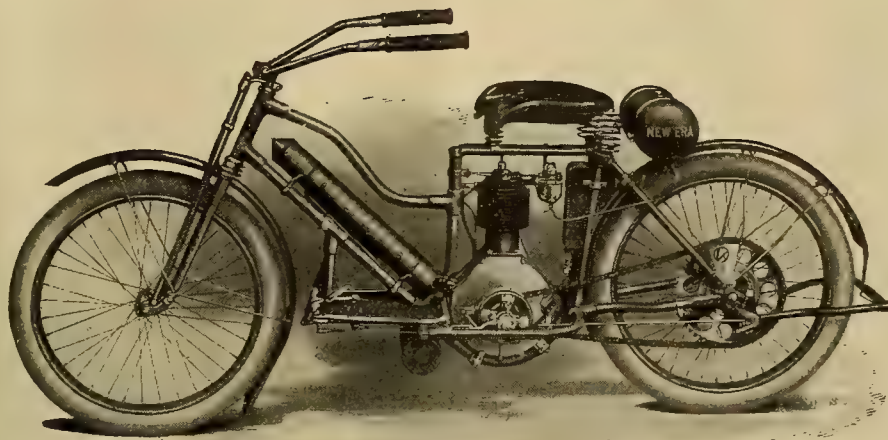
SELLING { Metropolitan District—THE BROWN-DEWEY CO., 1697 Broadway (53d St.), New York.
AGENTS: { Chicago District—WHIPPLE, THE MOTORCYCLE MAN, 923 W. Jackson Blvd., Chicago, Ill.

A NEW ERA IN MOTORCYCLING

was begun when

The New Era AUTO-CYCLE

made its appearance.



IT MARKED THE BEGINNING OF
REAL PRACTICABILITY AND COMFORT

Its long, low frame and spring suspended, upholstered form seat and footboard (instead of pedals) make it available for all ages and sizes and conditions of mankind; its two-speed transmission makes it the master of any and all hills and renders possible the slow pace so necessary to safety and comfort on rough country roads and crowded city streets; its free engine (started by a crank like an automobile) makes it possible to start anywhere from a standstill and without even "jacking up" the machine. Lots of these ideas are being and will be copied, but don't you pay for manufacturers' experiments. You don't have to do so when the New Era offers them in perfected form.

Write for advance circular and agency proposition, or see the New Era itself at Space 614, New York automobile show, January 8th to 15th.

NEW ERA AUTO-CYCLE COMPANY, 2 Dale Ave., Dayton, Ohio

There is a Coil

which electrically is so perfect that it will give a working spark on even a faint primary current, while it also will stand heavy overload current without "breaking down."

So sturdy and tough, too, that no motorcycle service can lessen its high efficiency.

It is made for singles or twins, and is supplied with either flat or conical ends.

Its name is 

PITTSFIELD

PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

FISK

**EXTRA
HEAVY
EXPORT
TIRES**

**EXTRA
HEAVY
EXPORT
TIRES**

FISK 66 Extra Heavy Export Tire

A high-grade road tire with close-woven fabric. FISK Quality inner tube, friction and tread stock, combining unusual durability and strength with a high degree of resiliency. Extra heavy corrugated tread. For rough road use.

The Fisk Rubber Co.

Chicopee Falls, Mass.

Branches in 17 Cities.

MESINGER MOTORCYCLE SADDLES

Fitted With Shock Absorbers Preventing Side-sway

CAVALRY STYLE.

Curled hair padding. Made on the style of a horseback saddle.



Investigate carefully before you select the saddle, which gives you the most comfort. Be sure to have the right one to absorb the disagreeable jolts.

Mesinger Motorcycle Saddles with Fibre Friction Shock Absorbers were well tested during 1909. They give a comfortable pleasing motion.

STANDARD STYLE.

All Mesinger Suspension Saddle Tops are made of three pieces of leather to prevent stretching or sagging, which has been a difficult problem to saddle makers.

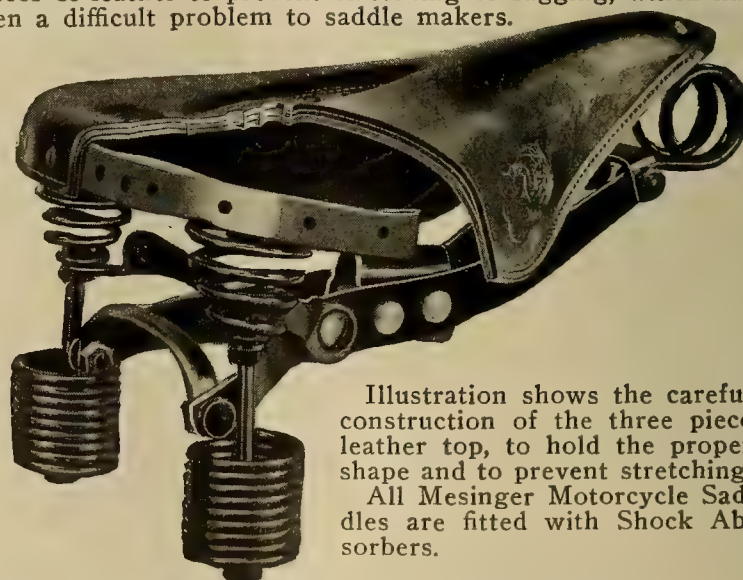


Illustration shows the careful construction of the three piece leather top, to hold the proper shape and to prevent stretching.

All Mesinger Motorcycle Saddles are fitted with Shock Absorbers.

OUR GUARANTEE: We agree to replace all broken parts on all Mesinger saddles purchased during the season, after defective part is delivered to our factory, without charge. Express and transportation have to be paid by purchaser.

H. & F. MESINGER MFG. CO. 1801-1807 First Ave. New York

Mr. Dealer! Here Are The Goods Your Trade Requires

Seasonable, up-to-date accessories that are easy sellers, that stay sold and make friends. They will assist you in making a success of your Motorcycle business.

Don't expend time and energy in the promotion of "unsalables." Sell the line that has a steady demand—whose quality is unquestioned and that is well advertised.

We are sure that we would have your account if you knew from personal experience how much better our goods are and how much better we are able to serve you than any other establishment in America. May we have the pleasure of proving it?

MOTORCYCLE LAMP SETS



Handsome flared front lamp, very light and compact. Finished in nickel and with nickel fittings. Interior of lamp highly polished, projecting a brilliant light. Generators are very simple in operation.

Set 55A and 55B. Lamp 5" diameter, 4½" depth, and generator height 5½", diameter 2½"

Price, complete \$6.50

Set 54A and 54B. Lamp 6¼" diameter, 5" depth, and generator height 6½", in diameter 2¾"

Price, complete 8.00

TRIPLE TWIST FROG HORN



Used mostly on motorcycles, runabouts and on rear of tonneaus. Triple-twist construction produces a deep penetrating tone. Supplied in nickel or brass.

No. 10, Bell 3¼ ins., Price..... \$2.25

No. 11, Bell 4 ins., Price..... 3.00

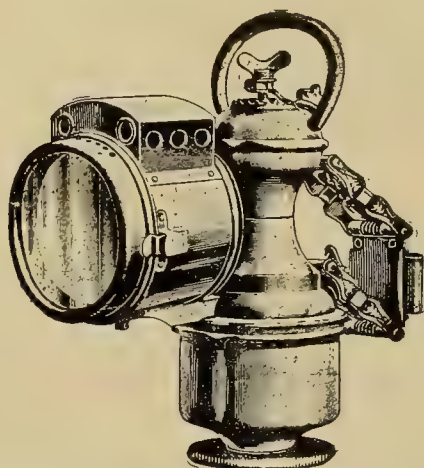
FRENCH MICA SPARK PLUG



Constructed from amber mica, with composition platinum points, ensuring positive spark.

No. 160, ½ inch and Metric. Price... 75c

COMBINATION LAMP AND GENERATOR



A combination of lamp and generator that is better than any ever devised for motorcycles. Lamp has a mangin mirror lens that projects a powerful light. Generator is very simple in operation. Complete outfit weighs only 23 ounces. Bracket on any motorcycle will fit it. Supplied in nickel only.

No. 88. Price \$5.00

IMPORTED CYCLISTS GOGGLE



A splendid leather goggle that is popular with motorcyclists. It is well ventilated and has large glasses that are set in metal rings. Head band is adjustable. Goggle folds flat.

No. 1779. Price 50c

THREE TUBE MOTORCYCLE HORN

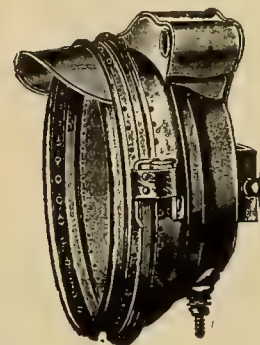


A new musical signal horn that is now in demand. Its sound is a harmonious blending of different notes that do not jar on the nerves and yet are far reaching.

No. 10—Three tube, nickel plated, with bulb and clamp attachment. Length 12 inches.

Price \$3.50

MOTORCYCLE LAMP



Beautiful designed oval headlight. Very finely nickel plated. Nickel plated hood protects face of lamp from storm. Gives a steady brilliant light in any weather.

No. 53-A, diameter 5¼x6½ inches, depth 4 inches, weight 26 oz.

Price \$4.00

MOTORCYCLE HEADLIGHT



A miniature headlight that can be used for motorcycles, or small touring cars. The light projected is very powerful, as the lamp is equipped with a mangin mirror lens, besides having a nickeled interior.

No. 523. 8 inches high, 4 inches in diameter, and 4½ inches in width.

Price, each \$6.50

MOTORCYCLE PLUG



Standard mica insulated motorcycle plug. Specially made to fit Indian motorcycle.

Price, each \$1.25

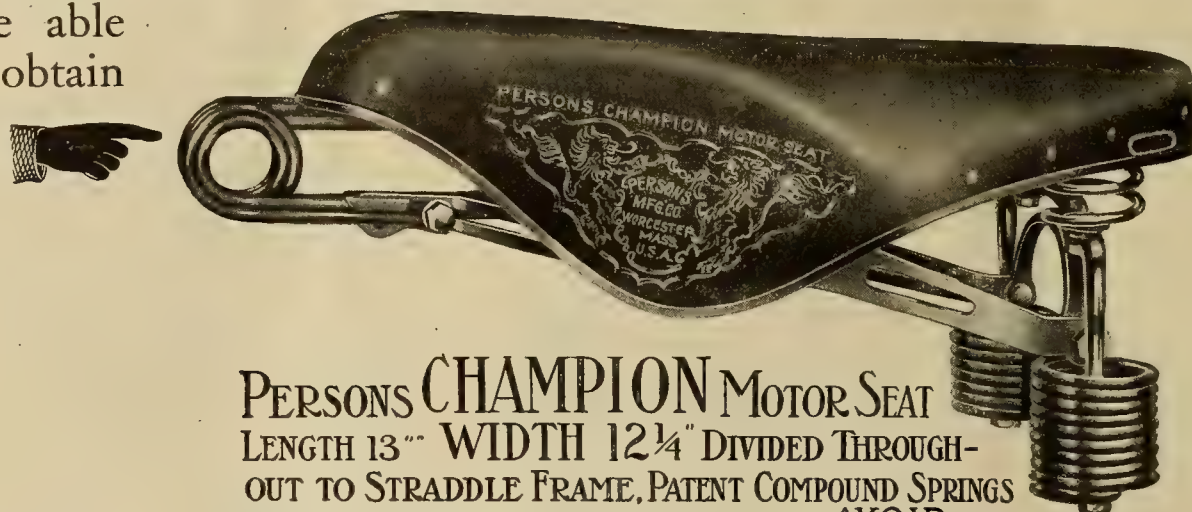
SEND FOR OUR NEW CATALOG AND TRADE LIST

THE MOTOR CAR EQUIPMENT COMPANY, 55 Warren Street, New York, N. Y.

Wholesalers, Importers and Manufacturers

Wherever There is a Motorcycle Manufacturer

more interested in adding or maintaining quality and in giving purchasers the fullest possible values than in saving a few dimes at the purchaser's expense, there you will be able to obtain



merely by specifying it.

PERSONS CHAMPION MOTOR SEAT
 LENGTH 13" WIDTH 12¼" DIVIDED THROUGH-
 OUT TO STRADDLE FRAME. PATENT COMPOUND SPRINGS
 NO FRICTION, SIDE SWAY OR SQUEAKING. ^{AVOID} IMITATIONS

They all know that the Persons seat has no equal—that it easily is the highest grade and most comfortable and most durable saddle made and when they refuse to supply it, the reason is not far to seek and the moral plain.

PERSONS MANUFACTURING COMPANY, Worcester, Mass.



A Quality Product



EMPIRE TIRES

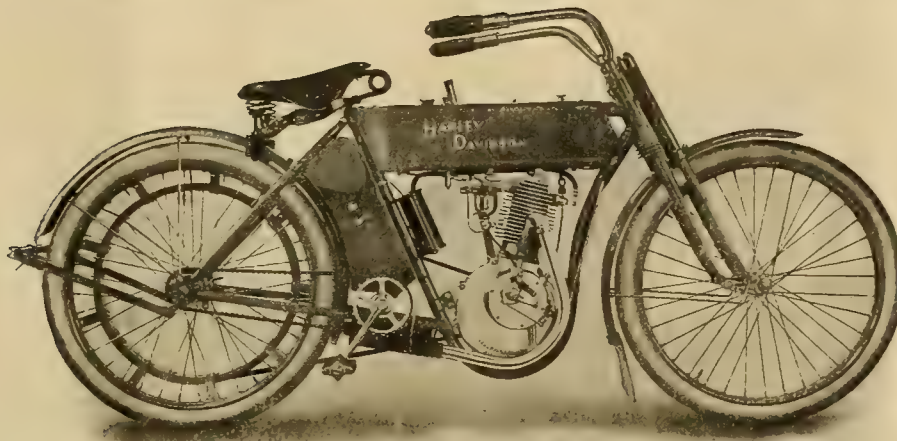
"Wear Longest"

The selection of Empire Tires is a tribute to the experience and judgment of the motorcyclist who knows what tire satisfaction is and how to get it in fullest measure.

Empire Tire Co.

TRENTON, N. J.

Branches and Agencies Everywhere.



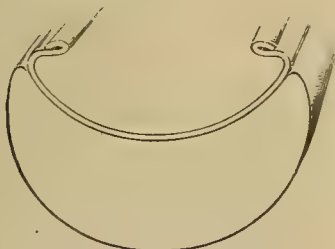
It is better to ride a
HARLEY-DAVIDSON
 than to wish you did when the "Gray
 Fellows" pass you on the road.

BUILT BY

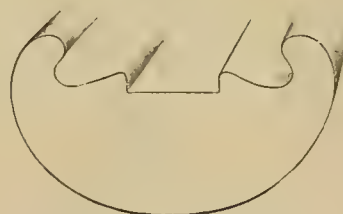
HARLEY-DAVIDSON MOTOR COMPANY, Milwaukee, Wis.

THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

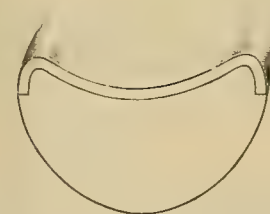
MANUFACTURERS OF THE
 Lobdell, Kintz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



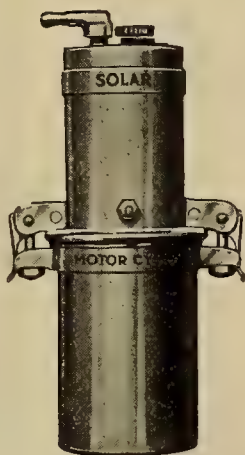
Crescent. Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.

Ride All Night If You Need To!

But see to it that your machine is fitted with the new SOLAR motorcycle lamp and generator. That is the one outfit that will make your night riding safe. Ask any rider who has one what he knows about the Solar. It's dollars to cents he can't be induced to use anything else. Do you feel the same way about your present equipment?



THE BADGER BRASS MANUFACTURING CO.

Two Factories:
Kenosha, Wisconsin
437 Eleventh Ave., New York.

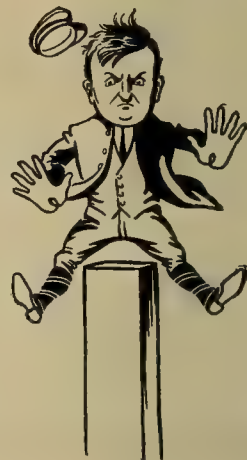


Isn't it Easier

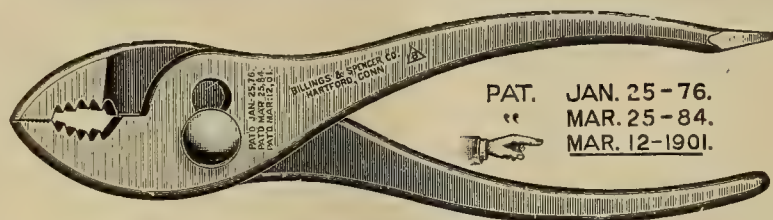
to glide along the road with a real spring under you than to thump along on a rigid frame? That's the difference between riding



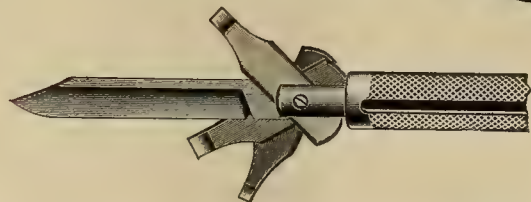
with its spring frame and fork—and—?? the other kind. A little territory still open for agents. Get the catalog.



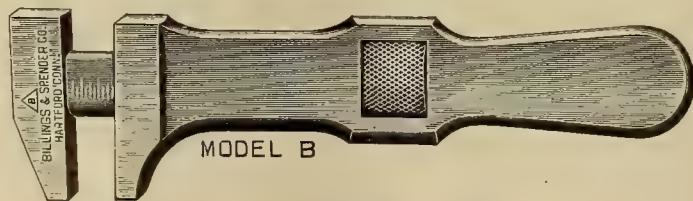
Merkel-Light Motor Co.
POTTSTOWN, PA.



The original B. & S. Combination Pliers.



The B. & S. Patent Combination Knife and Screw Driver and the B. & S. Model B., 5-in. Wrench.



3 essential tools for your motorcycle kit. Catalog.

THE BILLINGS & SPENCER CO.

8 Long Lane, Aldersgate St.
LONDON

HARTFORD, CONN.

Motorcycle Cases At Half Price

We have just received the largest single shipment of motorcycle cases ever made to a jobbing house, and the prices to prompt purchasers is half—yes, less than half—the regular factory quotations.

4000 M. & W. Casings 675 G & J Casings

They are the factory 1909 "clean up" to start the year with 1910 goods, and every one has the name on in full, but are stamped "second" in small letters near the bead. While unguaranteed, the quality is there, and you are free to examine them thoroughly upon receipt and return them at our expense if they do not come up to your expectations. Complete list mailed upon request.

1910 Bicycle Catalog is Ready

We are, by far, the largest jobbers of Bicycles, Bicycle and Motorcycle Tires and Sundries in the East, and our catalog is an encyclopedia of the trade. We want you to send for a copy. We want your 1910 stock order, and promise you standard goods, fair prices and favorable terms.

NEW YORK SPORTING GOODS CO.

15-17 Warren St.

NEW YORK

Goodyear Dealers Make Good With Their Patrons!

There are now 600 Goodyear dealers—one to a town—in all parts of the country—and everyone of them is making good with his customers and with himself.

The best advertisement in the world for any business is a pleased customer. That is one of the advantages in selling your customers Goodyear tires—this tire always makes good.

Goodyear tires are the fastest selling tires in the world.

Everywhere they have taken bicycle riders by storm. Their sterling quality appeals to every thinking man.

The Goodyear Pathfinder Non-Skid, Extra Heavy Bicycle Tire

is especially adapted for the hardest kinds of service. It is built to withstand the severe strain that a tire must meet in Messenger service or Police, Post Office and Collector's duty.

THE PATHFINDER

Non-Skid, Extra Heavy,
Single Tube
BICYCLE TIRE



"The Tire That Can't Slip"

The non-skid feature we point to with especial pride. There is nothing that can be torn loose because this feature is built in—it is a part of the tire itself.

This reinforcement increases the life of the tire greatly.

The tread grips the road and prevents slipping, even on an icy street. There is no other tire that can equal its performance on a wet or slippery pavement.

This tire is constructed with infinite care throughout, from the choice of the world's best material.

Only the best Para rubber—fresh from the trees—is used in the manufacture of these tires.

We could buy rubber reclaimed from the junk pile for but ten cents a pound.

But none but the best is good enough for Goodyear tires.

Please notice also the reinforced tread on this great tire. Notice that there are two extra layers of a specially woven Egyptian fabric.

A strip one inch wide has a tensile strength of 150 pounds, while that of the ordinary muslin used by most manufacturers is but 40 to 60 pounds.

Another feature of this great tire is its marvelous resiliency—the tire yields and springs in your hands. Yet there never was a tougher cover.

Why don't you join our great Goodyear family of 600 dealers. Be one of them. Here is your invitation.

If we have no representative in your town just drop us a line asking us to tell you just what there is in it for you. Better write today.

THE GOODYEAR TIRE & RUBBER CO. Moal Street, Akron, Ohio

Branches Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 317 East Fifth St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-951 South Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; San Francisco, 535-539 Golden Gate

Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-2022 Farnam St.; Milwaukee, 188-192 Eighth St.; Memphis, 181 Madison St.; Louisville, 1049-1051 Third St.; Dallas, 111 North Akard St.; Kansas City, 16th and McGee Sts.; Denver, 28 West Colfax Ave.; New Orleans, 706-716 Baronne St.; Atlanta, 90 North Pryor St.; St. Joseph, 316-324 North Second St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. South; St. Louis, 3935-3937 Olive St. (13)

The Motorcycle Records for

One Kilometer
One Mile
One Hundred Miles
One Thousand Miles
Twenty-four Hours

and for all distances that go between
were made on machines that were
fitted with

Duckworth Roller Chains



which also hold

The Greatest of All Records

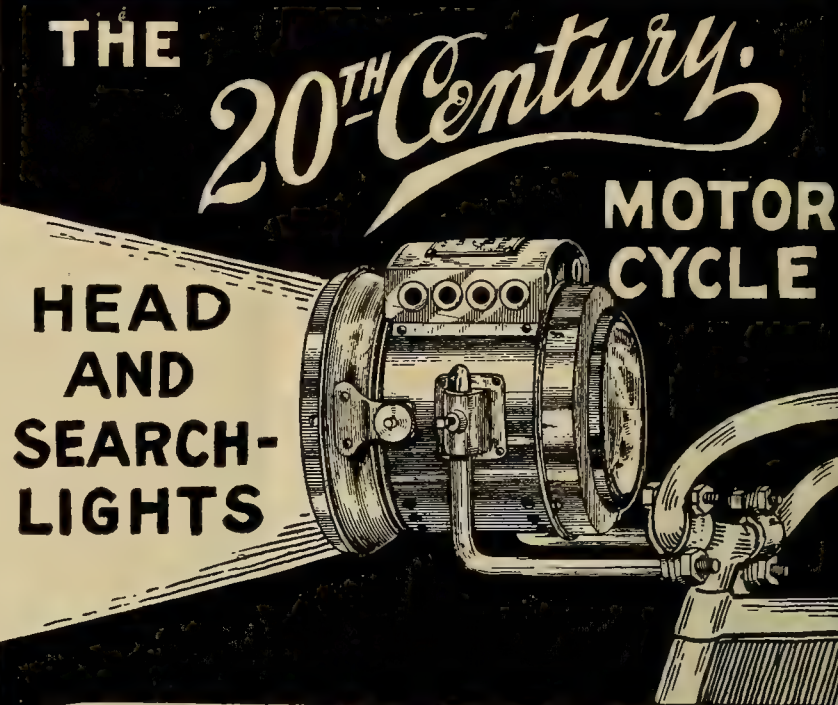
the record for giving satisfaction in
every day use, everywhere, every time.

DUCKWORTH CHAIN TRANSMISSION

is the standard equipment for the
motorcycles that give all the power
all the time in all sorts of weather. It
does not skip or slip in mud or rain,
uphill or down. It is dependable
under all conditions.

Use Duckworth Chains and Be Happy.

Duckworth Chain & Mfg. Co.
Springfield, Mass.



LAMP NO. 102, WITH BRACKETS NO. 14¾.

The clamps on the brackets adjust at right
angles to position shown and attach to ex-
tension forks.

Jobbers and Dealers Everywhere

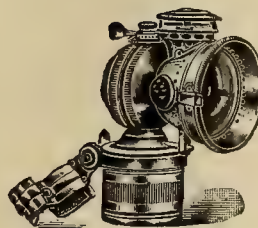
Stock this and other 20th Century Lamps.
If you don't find them readily, write for
catalog and prices.



THE
EQUIPMENT
YOU
OUGHT
TO
HAVE

GENERATOR NO. 10.

Fitted with basket carbide chamber holding
10 ounces, and needle-point valve conduct-
ing water to bottom of carbide.



THE WORLD'S
LEADING
BICYCLE LAMP

Send for catalog
Illustrating
These and Other Models.

20th Century Mfg Co
19 Warren St., NEW YORK.

THE STEERING APPARATUS

of any vehicle that moves on land or sea is a mighty important part of the vehicle and is not to be selected indiscriminately. That is one of the reasons why the

Kelly Adjustable HANDLE BAR

long ago became the standard "steering gear" of the best bicycles.



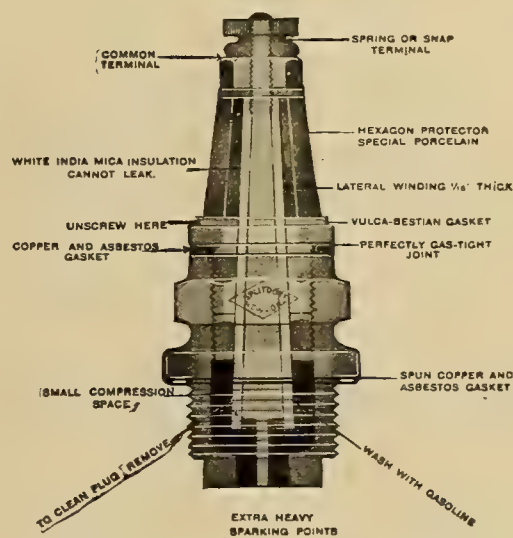
And this is due not only to its quality and reliability, but to the fact that its adjustability adds to the satisfaction of cycling by adding to the comfort of riding and making it possible for man, woman and child to meet varying conditions of road and wind as they arise.

KELLY BARS ARE WORTH INCLUDING IN YOUR SPECIFICATIONS.

Kelly Handle Bar Co.
CLEVELAND, OHIO

SPLITDORF MOTORCYCLE PLUG

WILL OUTLAST YOUR MOTOR



**Imitated By Many
Equalled By None**

Better for the motorcycle than any other plug, because it is designed and made especially for motorcycle work. Ask any of our thousands of users.

We Exhibit at the New York Shows

C. F. SPLITDORF
Walton Avenue and 138th Street
Branch—1679 Broadway
NEW YORK

CHICAGO:
319 Michigan Ave.
SAN FRANCISCO:
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886 Woodward Ave.
BOSTON:
Motor Mart.

DO NOT LET THEM SUBSTITUTE
 —————INSIST THAT THE—————

Thor Coaster Brake

IS THE ONE THAT YOU WANT—Take
 no other; it is the best and costs no more

AURORA AUTOMATIC MACHINERY COMPANY
Thor BUILDING, CHICAGO, ILL.

EVERYTHING FOR THE MOTORCYCLIST

————— We've got what you want when you want it —————

Ammeters

Belts

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Coaster Brakes

Grips

Goggles

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Horns

Idlers

Insulated Wire

Insulated Tape

Lamps

Leggins

Luggage Carriers

Magnetos

Nuts

Oils

Oilers

Pumps

Pliers

Pedals

Spokes

Stands

Saddles

Screw Drivers

Spark Plugs

Speedometers

Spring Forks

Tools

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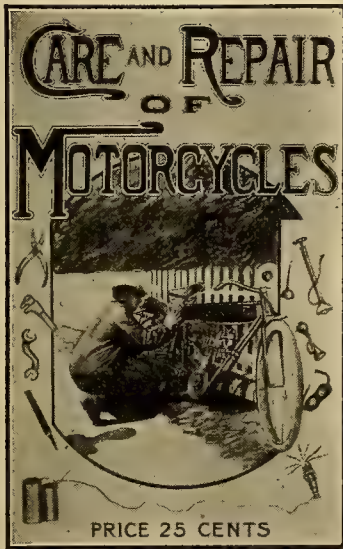
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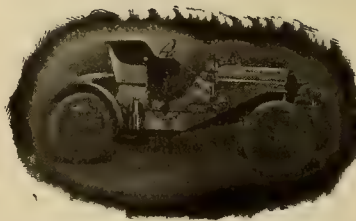
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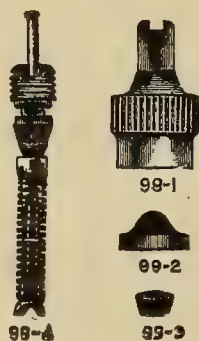


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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
• 1877 •

Vol. LX.
No. 18

New York, N. Y., Saturday, January 22, 1910

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is no softer than gliding along on the spring frame and fork of "The Flying Merkel," the only motorcycle with a spring frame and fork.



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It means a great deal to you. “The tire that lasts” is the tire that sells and that’s what you want.

The Hartford No. 77 Bicycle Tire is world famed—and for what? Isn’t it—the lasting qualities? Of course, it is.

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The same holds true with tires. The most popular is the one which wears the longest.

This is the Hartford No. 77. It has always stood for the highest and finest in bicycle tire construction.

It is economy for you to buy them and economy for you to sell them.

They are guaranteed—but you forget all about this because you are never called on to use the guarantee.

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We don’t mean to say they all wear fourteen years but we hear from them so seldom that we really believe most of them do.

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Doubly protect yourself by putting a generous supply in stock. It will pay you.

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where they will, but so far as tires
are concerned they will seek in vain
for anything that offers such value
as the

KOKOMO TIRES

It is a

Remarkable Fact

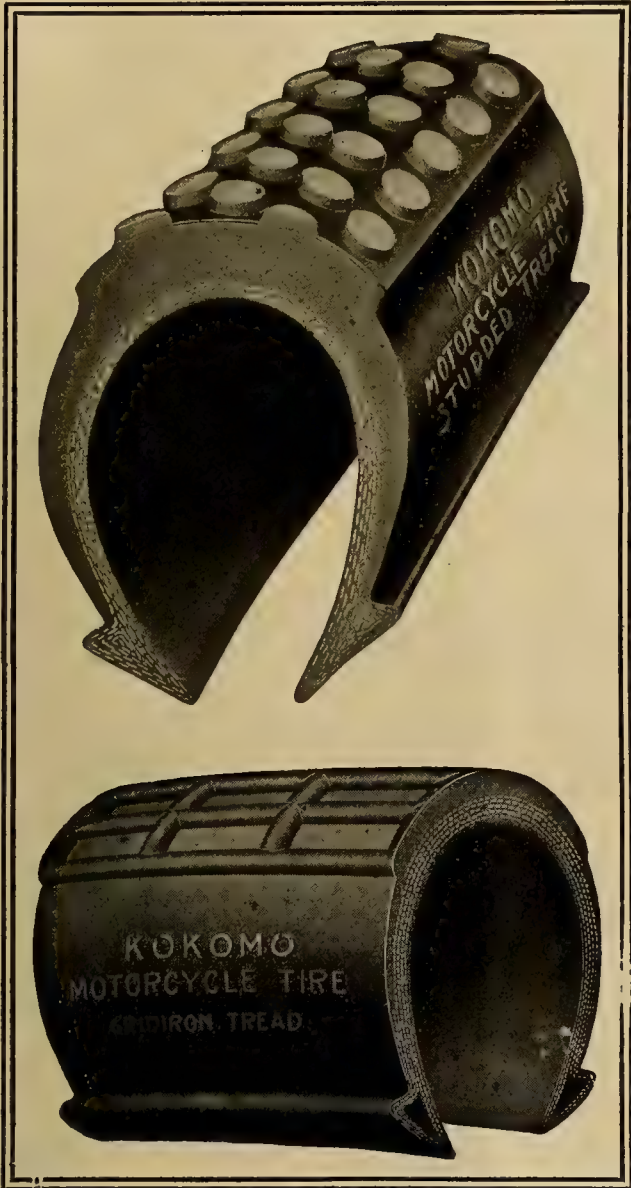
that Kokomo tires really were respon-
sible for "improvement in the breed"
of motorcycle tires. They so quickly
and so signally demonstrated their
superiority and thereby caused so
much comment that other tire makers
were obliged to "take notice" and
they since have been endeavoring to

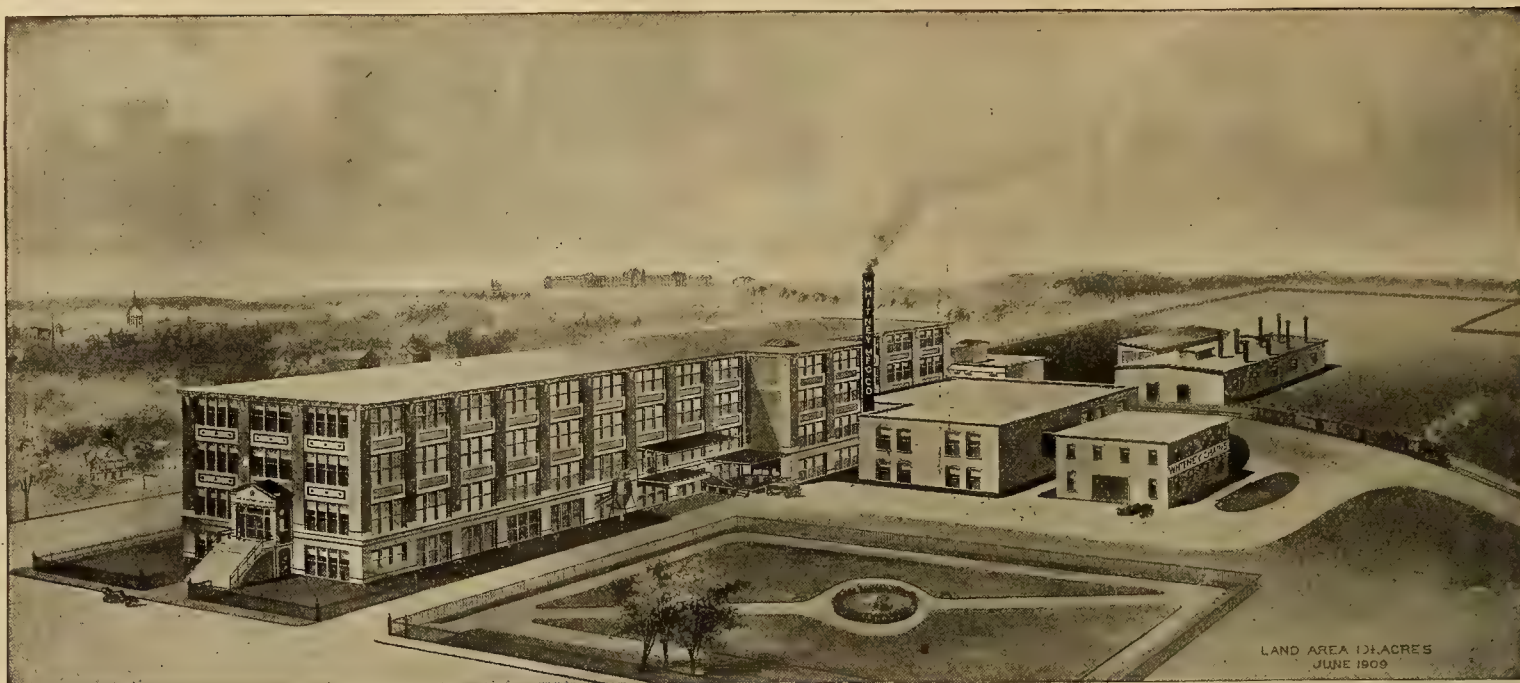
bring their productions up to the new standard set by the Kokomo. But
the Kokomo formula is all our own and it is one of the big secrets of
Kokomo durability and worth.

Specify Kokomo tires and
make your year a happy one

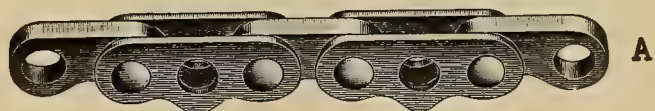
KOKOMO RUBBER COMPANY

KOKOMO, INDIANA





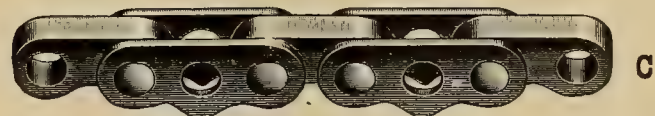
"Whitney" Chains are made in one of the most modern of American fire-proof factories.



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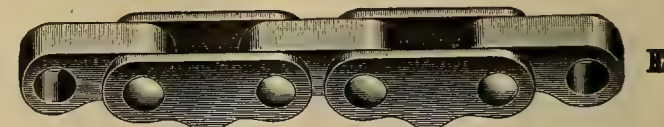
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E



F

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INVESTIGATE
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For Bicycle and
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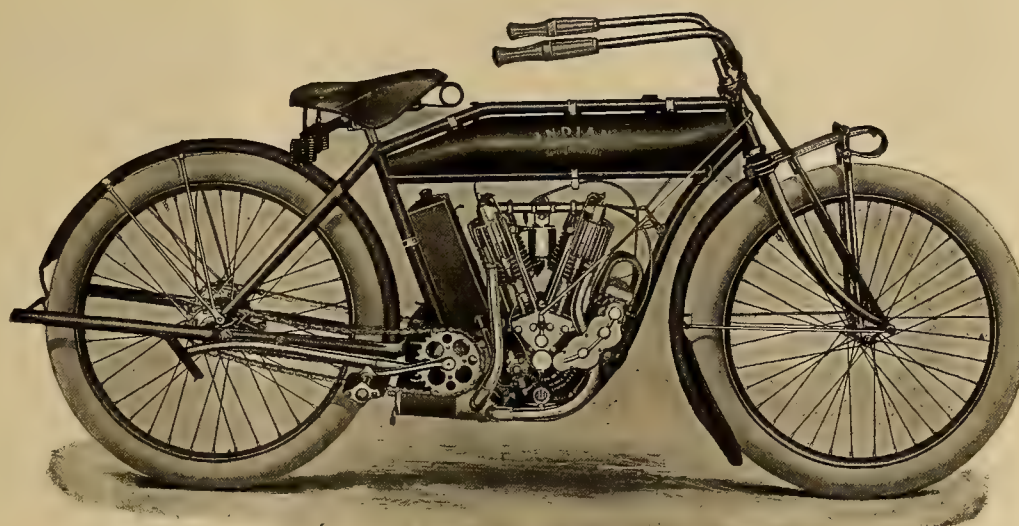
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Diamond

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DIAMOND RUBBER CO., Los Angeles, Cal.

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Comparing all my past experiences of five years riding different makes of tires, I certainly can say that the new "Diamond" motorcycle tire is certainly a wonderful production, and greatly improves the pleasure of motorcycling.

Yours very truly,

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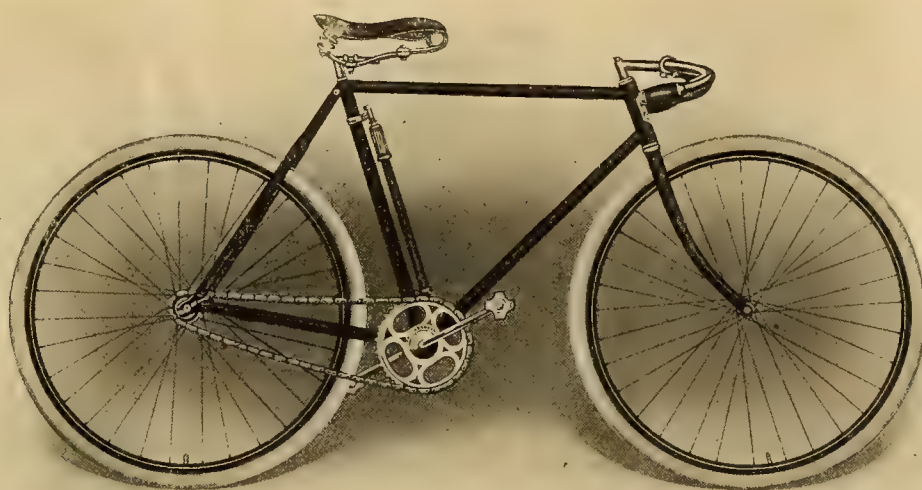
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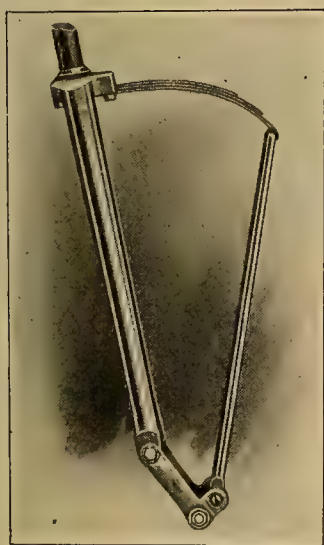


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Among the improvements for 1910 are the New Spring Fork, use of imported tubing, bearings ground by our special process; new two piece crank hanger on Westfield \$30 Bicycles, new tires, new handlebars, new saddles, new grips, steel lined wood rims, etc., etc.

PROSPEROUS TIMES

are increasing largely the percentage of high grade bicycle sales. You can get a good share of this desirable business if you handle the CLEVELAND.

WRITE US TODAY FOR 1910
CATALOGUE AND DEALER'S PRICES

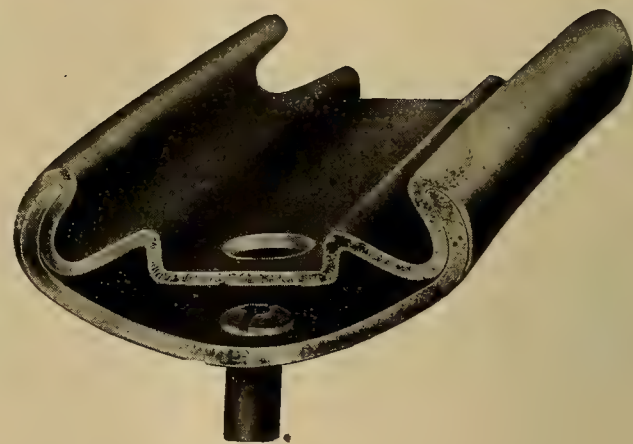
THE POPE MANUFACTURING CO., Hartford, Conn.

G & J TIRES



Stick to Quality

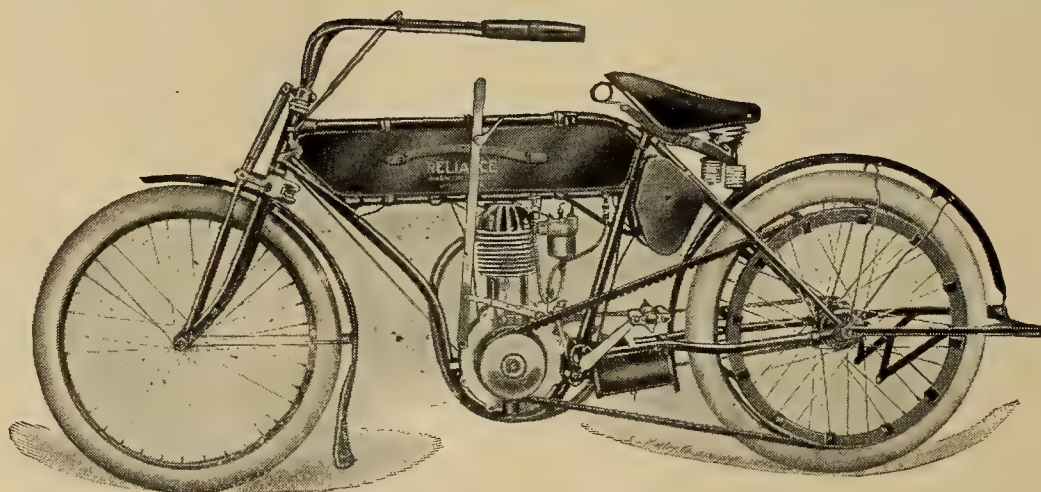
It doesn't pay to experiment with unreliable motorcycle tires even if they are cheaper. They are very apt to cause you to invest in a ride on the "Interurban"—You better put that money in the price of a pair of high grade



tires and ride home on your motorcycle. Write for a copy of our new Booklet.

G & J TIRE COMPANY, Indianapolis, Ind.

Here Is What You Have Been Looking For—



Model C as above, complete with the two speed pulley, \$225.

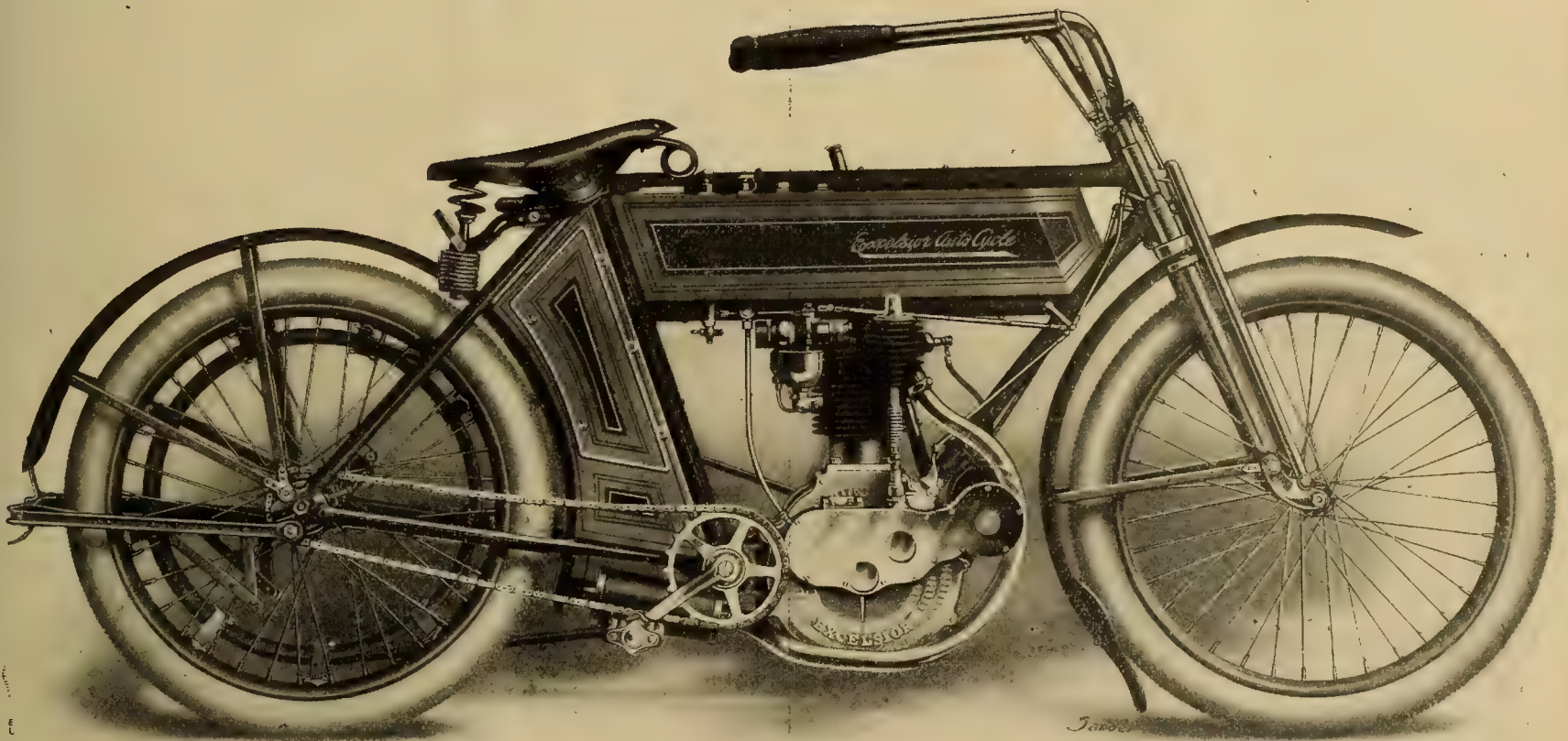
you are off. 5 to 1 on high, 9 to 1 on low. Write for complete specifications of this and our 4½ H. P. Single and 7 H. P. Twin.

A motorcycle with a neat, compact two speed and free engine pulley, that is simplicity itself in construction, positive in its action, whether in high, low, or free engine position. **THINK OF IT!** Start engine on stand anywhere, on the steepest hill or deepest sand and then by just pushing forward a lever

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Better Than Ever For 1910



¶ No product of human skill and ingenuity has ever exceeded the record of the

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¶ [Designed and built] by men who know, thoroughly tried and proven before being offered to the public, it MADE GOOD and has become universally recognized as the LEADER OF AMERICAN MOTORCYCLES. ¶ No changes in the 1909 model were found necessary and but few advisable, but we have added such refinements as mechanical feed oiling system, valve silencer and the lowest saddle position ever attained in a road machine. ¶ Our advance catalog C10 tells all about this and the new EXCELSIOR TWIN, that will excel all other motorcycles as the EXCELSIOR 30.50 excels all other single cylinders.

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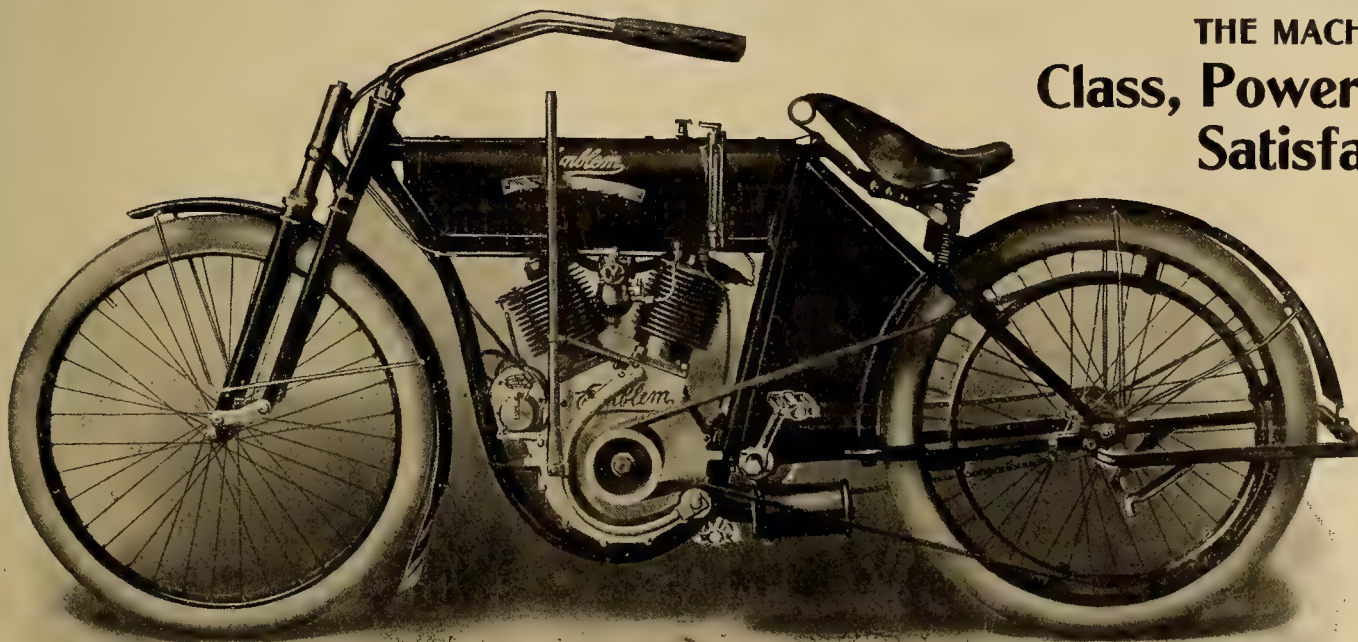
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The manufacture of Armless Brakes by

The Atherton People

The Buffalo Metal Goods Co., of Buffalo, N. Y., under date of December 23, 1909, have notified us that

"We will cease immediately from using the armless device as covered by the patent."

(The patent referred to is our O'Horo patent covering the Musselman Coaster Brake.)

**All Infringers of This "Armless"
Feature Will Be Prosecuted**

THE MIAMI CYCLE & MFG. CO.

Middletown, Ohio

Coaster Brake Licensees

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, January 22, 1910.

No. 18

CONSIDER NEW HORSEPOWER UNIT

Motorcycle Makers Look Favorably on a
Cubical Basis of Power Rating—Its
Practical Simplicity.

Although nothing concerning the matter officially has been given out, it is known that the Motorcycle Manufacturers Association has under consideration the adoption of a new basis of horsepower rating. The subject was discussed at the meeting of the association in New York last week and as a result a committee was appointed to consider it in all its details. The recommendations of this committee probably will be adopted.

While the nature of such recommendations cannot be definitely forecasted, the tenor of the discussion makes it appear likely that the association will cast tradition to the wind and cut loose from both algebraic and machine-made formulas by adopting an inflexible and readily understood basis of rating. The consensus of opinion seemed to be that horsepower should be made to "shape up" with piston displacement, or, in other words, that piston displacement should be made the real basis. It is understood that the belief is fairly general that $7\frac{1}{2}$ cubic inches of piston displacement should be made the horsepower unit and it is not unlikely that it will be adopted as the basis for M. M. A. rating. On this basis, the twin engines which are up to the limit of 61 cubic inches and which now are variously rated at from $6\frac{1}{2}$ to 9 horsepower, will be uniformly rated at 8.1 horsepower.

The system under consideration is the same which the Bicycling World several times suggested and though its adoption undoubtedly will cause high-browed engineers and scientists to gasp and to rush to their cherished dynamometers, that from the practical standpoint it will immensely simplify matters and absolutely prevent

subterfuge and guesswork, there can be small question.

May Build Motorcycles in Oregon.

According to reports from Portland, Ore., the Minneapolis Motorcycle Co., practically has concluded negotiations for the establishment of a branch factory in that city. The Portland advices state that members of the Portland Manufacturers Association have subscribed for \$50,000 worth of stock in the new project and that but one minor point remains to be settled.

McKinney Strikes Out for Himself.

Joseph A. McKinney, who previously was connected with a local firm handling motorcycles, has gone into business on his own account in Dayton, Ohio, where he will represent the Excelsior motorcycle. He will handle bicycles also and will operate as the J. A. McKinney Autocycle Co., at Main and First streets, where he will locate February 1st.

Dorris Incorporates His Business.

Duncan R. Dorris, who has conducted a bicycle business for a number of years in Nashville, Tenn., has incorporated under the laws of that state as the Duncan R. Dorris Co., with \$5,000 capital. In addition to Dorris himself, the incorporators named are E. L. Kepler, S. Braswell, D. E. Burnett and A. C. Dorris.

Take Harley-Davidson for New York.

The Weaver-Ebling Co., a progressive automobile supply house at 2230 Broadway, New York, has "taken on" motorcycles, having secured the Harley-Davidson agency for all of Greater New York. It will establish a motorcycle department in charge of Joseph Buckingham, a rider of experience.

Two-Cycle Twins Coming from Hartford.

The Marathon Motorcycle Co., has been organized in Hartford, Conn., by L. E. Rhodes and others, and is in process of incorporation. Its product will be a two-cylinder, two-cycle, shaft driven machine.

UNBOSOMS A MOTORCYCLE MARVEL

Mysterious Show Visitor Proves to be a
Promoter—Willing to Let Others
Share "Good Thing."

He wandered into the Madison Square Garden show one day last week, his pockets bulging with plans and his cranium with ideas. A predetermined resolution led him to the basement and for an hour or more he carefully looked over the motorcycles staged there, inquiring into the prices of the various models.

Presently he reached the Bicycling World's booth and almost was persuaded to take a year's subscription by the energetic young man in charge. He didn't do so, however, and this is where the story begins.

Just as he was walking away a representative of the Bicycling World sauntered up. The latter had just had lunch, felt benevolent toward all mankind, and perhaps the walking stick he carried gave him an air of prosperity. It may have been this fact that prompted the other man to stop him and engage in conversation.

"Are you interested in motor bikes?" he began.

"Yes, in motor b-i-c-y-c-l-e-s," the Bicycling World man corrected, for the utterance of the word 'bike' aloud in this office almost is worth a man's job.

"Are you a newspaper man?" the stranger asked.

"Why do you ask?"

"Well, I wouldn't want anything to get into the papers until all my plans are made. By the way, what is your business?"

"Oh, I haven't any," replied the Bicycling World man, scenting a story. "I just live upon my income, and merely came down to look at the motorcycles, as I have one, and am thinking about getting a new one."

"Well, well, isn't that fortunate," remarked the stranger. "I have the greatest propo-

sition you ever heard of. I don't suppose you would mind making some extra money, would you?"

"Oh, no; that is, if it were large enough to be worth while."—this uttered nonchalantly.

"Well, here is a chance for you and me to make a fortune. What do you think of a motorcycle for \$57?"

The Bicycling World man gasped.

"Why, that is less than some ordinary bicycles cost. If they were that cheap everybody would have one. They would be as thick as bicycles were some years ago."

"Remarkable perspicacity you show, young man, remarkable. I see you have caught my idea. Now I have just acquired the sole rights to make in America a motorcycle that will cost even less than \$57 to manufacture. It can be sold for \$75 at a profit. I tell you there is a fortune in it for some one and you might as well get a part of it. My business is that of a promoter. I have made a lot of money for people, my boy. What I want to do is to get some capital interested in this thing, and there is where you come in. This little machine is a beauty, and can climb hills and keep up with any of them. Do you want to see it?"

As he spoke, he produced a photograph of a lightweight Moto-Reve, a foreign twin cylinder machine. The Bicycling World man noticed that it had two cylinders and remarked the fact.

"Twin cylinders, did you say?" asked the promoter. "What do you mean by that? To tell you the truth, I don't know much about these machines."

"A twin cylinder means that each cylinder has two pieces in it," jokingly remarked the Bicycling World representative, and the promoter swallowed the bait, hook, line and sinker.

"Sure, of course! How foolish of me not to know."

The inquisitor was beginning to tire of the interview, so he asked the promoter for his card. Despite the fact that he had made fortunes for others the promoter did not have a card. However, he wrote his name and address upon a slip of paper, so if anyone wants to make a million or two all they have to do is to communicate with S. S. Ryckman. He lives somewhere near Spuyten Duyvil creek, which is on the outskirts of New York City.

Bushnells Alter Title and Add Bicycles.

Bushnell Bros., Aberdeen, S. D., have changed their title to the P. N. Bushnell Co. The firm, which started with motorcycles, have added bicycles to their stock, having secured the agency for the Iver Johnson line.

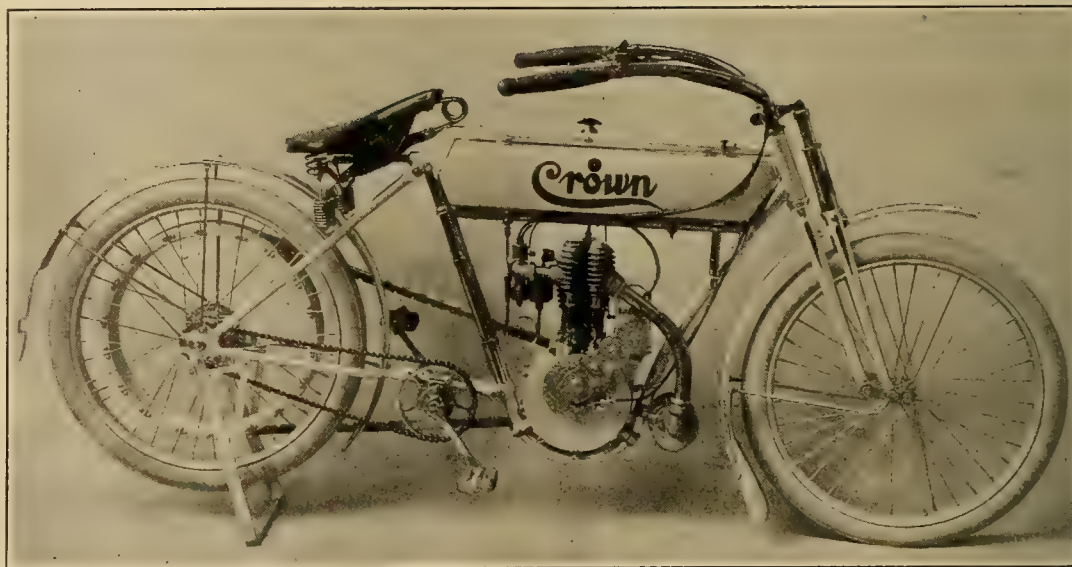
Goodyear Opens Branch in Minneapolis.

The Goodyear Tire & Rubber Co. has opened still another branch, this time in Minneapolis, Minn.; it is located at 915 First avenue, South.

CHARACTERISTICS OF THE CROWN

Features of the Motorcycle with Which Old Company Makes Its Re-entry—Suggestive of English Triumph.

Their production of the Crown motorcycle is in the nature of renewed faith in the stability and future of the motorcycle industry on the part of the Great Western Mfg. Co., Laporte, Ind., for although they have been making Crown and Adlake bicycles for some twenty years, and some years ago marketed the America motorcycle, which was composed principally of Thor components, and had for its distin-



CROWN 4 HORSEPOWER MOTORCYCLE

guishing feature a steering wheel in place of handle bars, they ceased its manufacture, although they did not lose sight of the motorcycle business. The Crown, therefore, marks the company's re-entry. The new comer is patterned on England's foremost motorcycle, the Triumph, and how well the Hoosier designers have duplicated the foreigner the accompanying illustration serves to show.

In the frame is found the conventional and now almost universal type of double truss construction with graceful loop, the head and lugs being integral and the lower lug being unusually long. Of the compound plunger type the front forks are carried on forged rockers with liberal bearing surfaces. In the matter of wheel base, comfort has been sought after by putting the wheel centers 58 inches apart. The single cylinder engine has a bore and stroke of $3\frac{1}{4} \times 3\frac{1}{2}$ inches, respectively, and is rated at 4 horsepower. It employs ball bearings and mechanical valves, special provision being made for cooling the valve springs, and the lower portions of the valves are enclosed, access being gained through detachable cover plates. Lubrication is by hand pump with sight glass.

Ignition is by magneto, the instrument being mounted on a platform cast integral with the engine base, and driven by en-

closed gears. For gas generation the makers have adopted the well known English B. & B. carburetter, with handle bar control. Compression is released for starting by a latch on the handle bar, and the spark advance is regulated by a lever attached to the top frame tube. The hanger which is of Fauber pattern—and which now is manufactured by the Great Western Co., exclusively—has a wide range of adjustment for chain slack. A roller chain is used.

Transmission is by leather belt of V pattern, with the Eclipse free engine pulley as standard equipment. Through the use of exceptionally large capacity tanks—gasolene $2\frac{1}{2}$ gallons, and oil 1 gallon—a wide range of territory on one filling is afforded. In the gasolene feed line is placed a detach-

able strainer. Particular attention has been paid to the fastening of the handle bars so that they cannot be wrenched out of line in sand or ruts, and this has been accomplished by securing the stem to the supporting arm of the front fork member. Wheels are 26 inches in diameter and are shod with $2\frac{1}{4}$ inch single clincher tires, the knock-out axle being used in front. For stopping—sudden or otherwise—a Corbin band brake is fitted. Guards are wide and well fastened and the forward one is provided with a leather splasher.

New Eras Get into New York.

The Atlantic Motor Car Co., 225-227 West Fifty-seventh street, New York City, has taken the metropolitan agency for the New Era motorcycles. W. H. Wray, Jr., has been engaged to manage the motorcycle department. The territory includes Greater New York, Long Island, a portion of New York state 100 miles up the Hudson river, and northern New Jersey.

Hobbs Becomes a M. & W. Manager.

Wilbur Hobbs, manager of the Michelin Tire Co.'s New York branch, has relinquished that office to become manager of the Morgan & Wright branch in the same city. He succeeds E. F. Hilton, who resigned.

ELIMINATING MUFFLER CUT-OUT

Engine Improvement that is Making for Its Disuse—Auxiliary Ports Also Have Lost Their Benefits.

Indications are not lacking that the crusade against the open muffler is about to receive support from an entirely unexpected quarter. Designers rapidly are learning to adapt some of the most advanced theoretical principles, hitherto used only with larger and more powerful engines, to the small motors which alone are applicable to motorcycle use. In this connection, though the movement is slow, it is to be observed that a gradual gain is being made in the amount of power produced per cubic inch of piston displacement. Thus, though it may be several years before the prediction comes true, it is by no means irrational to prophesy that in due time, the few manufacturers who already have dispensed with the use of the muffler cut-out will be joined by the great majority, for the simple reason that its use will result in so slight a gain in power as to render it practically needless, if not actually a drawback on the engine.

Evidence pointing in this direction, and also showing the tremendous advance which may be made in ordinary engine performance by proper modifications in design, was stumbled upon last week in the course of a ramble about the stands at the show. This indication of improvement in engine construction was brought out incidentally in discussing racing matters; two different manufacturers stating that they had abandoned the use of auxiliary exhaust ports in the cylinder walls. Actual tests had proved, one explained, that no additional power could be obtained by introducing open ports in the cylinders. From the other manufacturer it was learned, that despite a strong impression that such would be the case, two machines actually were equipped under protest with cylinders having ports, and their performance with these cylinders compared with that obtained with the stock type of cylinder. As in the other case, practically no gain was experienced. That there could be no question as to the result was shown by the fact that the trial furnished sufficient evidence to convince two skeptical racing men, for whom the ported cylinders had been made as a special favor.

The reason for this seeming disappearance of the supposed advantage of the cylinder ports is not far to seek when it is stated that in both instances, the manufacturers are using newly constructed engines which have very large valves and gas passages designed on more liberal lines than ever before have been applied in motorcycle practice. The result is that upon the release of the exhaust, the cylinder is cleared of its contents so quickly and naturally, that the gain which otherwise would

be obtained by the use of open ports is just about offset by the loss of compression on the alternate strokes.

With this gain in view, and with the constant improvement in muffler construction, it is plain to see that it is only a matter of time before the offensive back pressure, which furnishes the only excuse for the muffler cut-out, will be practically eliminated. Indeed, it is a scientific fact, that with correct muffler design, more power may be obtained with a muffled engine than with no muffler at all. The simple reason is that with proper handling of the exhaust gases, a positive suction may be exerted at the exhaust port instead of a back pressure. Therefore it only remains to continue improving the engine in the way that is now being done; enlarging the valves until the ports offer practically no resistance to the flow of the gases, putting the valves in the heads and removing from the cylinders all pockets and other irregularities of surface and obtaining more satisfactory carburation, and incidentally studying the muffler problem in closer detail than ever before—when the muffler cut-out and so the open muffler will be found to have eliminated itself, so to speak.

Advantage of Increasing Magneto Speed.

It is a well known fact that machines fitted with magnetos are harder to start than those using battery ignition, the reason for this being that the armature shaft is not revolved fast enough to generate current until the rider often is on the verge of exhaustion from his strenuous efforts besides making a spectacle of himself. Of course some magnetos commence to produce current quicker than others, but practically all are driven at camshaft speed and that this gear ratio is inadequate was brought home in striking manner recently to a prominent maker. Disgusted at having to literally pedal his head off to start a machine fitted with a well known magneto which was driven at camshaft speed, he put in a new driving train which increased the speed of the armature shaft to that of the crankshaft. The result was startling, so much so in fact, that the makers of the magneto sent a man to the motorcycle factory to find out what miracle had been wrought in the instrument, and the cause was readily explained to him. It is safe to say that magneto driving gear ratios soon will undergo a great change, for it will mean the elimination of the heart-breaking struggles which are required to start with the present gear reduction.

Columbus Dealers to Increase Capital.

The Franklin Cycle & Supply Co., Columbus, Ohio, has voted to increase its capital stock to \$20,000 to provide for the enlargement of the business. At the annual meeting at which this action was taken, a dividend of 10 per cent. was declared and these officers elected: C. E. Barr, president; George Ebner, vice-president; W. W. Wager, secretary, and O. C. Belt, treasurer.

RETURNING TO THE FLAT BELT

Reasons Why Harley-Davidson Have Abandoned the V Type—New Thoughts on an Old Subject.

Whether the advantages of the V belt are of the sort which are calculated to make that system really superior to the flat belt, is a question which is causing a number of motorcycle manufacturers to pause and ponder. Point is given to the question by reason of the fact that several makers after giving the V belt a year's trial as an option, are no longer unstinted in their praise of it, while one of them, the Harley-Davidson Motor Co., definitely has abandoned it and has announced that it will have no more to do with it because, as is asserted, it "eats up too much power."

"The shortcomings of the V belt are of two sorts," said Arthur Davidson, of that company, in discussing the subject while in New York. "It lacks sufficient surface to secure a proper grip on the pulleys, as a result of which it becomes necessary to use enough tension to force it down into the grooves on the pulleys. The second difficulty, which is dependent on the first, is that the wedging action between the belt and the pulleys requires considerable power. In other words, each time a very small section of the belt is jammed down into the groove, a certain amount of force is absorbed. Each time the same section is pulled out of the groove on the other side of the pulley, a similar amount of force is used. The result of these two sorts of force constantly at work, constitutes a very appreciable drawback on the power of the engine. There also is the loss due to the greater force necessary to bend a thick belt over the pulleys than is necessary with a thinner one, though this loss, of course, is reduced somewhat in the V block type of belt.

"Surprising though it may appear when stated in so many words, it is an easy matter to obtain a very convincing demonstration that such is the case. As we have tried it with our own machines, there is a very appreciable difference in the amount of power required to pedal a machine, as in starting, when it is equipped first with a V belt and then with a flat belt. The advantage is with the latter form of transmission every time; it runs much more freely.

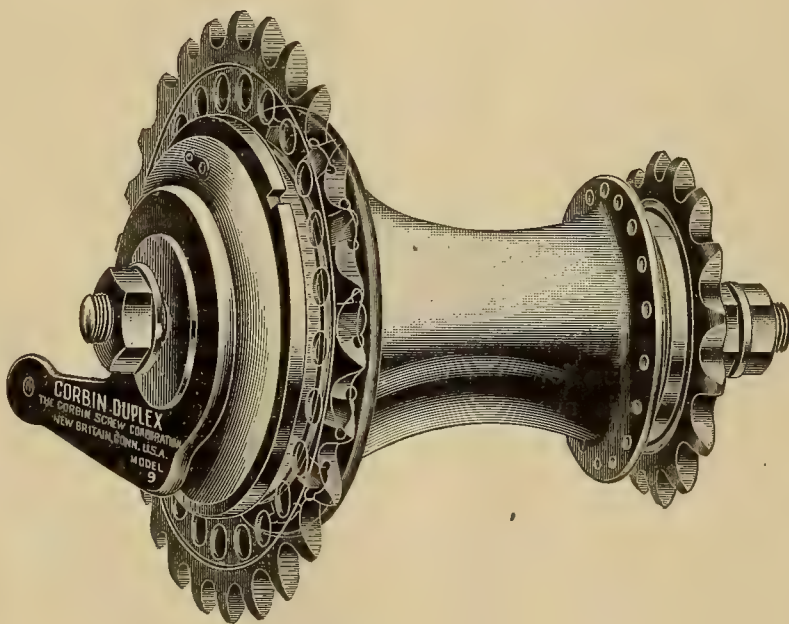
"Even better proof exists in the fact that we have been able to get 5 seconds and better to the mile more speed out of a machine after putting on the flat belt than we could with the V, and that without making any other alterations. The result of our own experience in the matter is that we have permanently given up the V belt and simply will not supply it. We have added a quarter inch to the width of our flat belt—it now is 1¾ inches—and will stick to it."

THE CORBIN

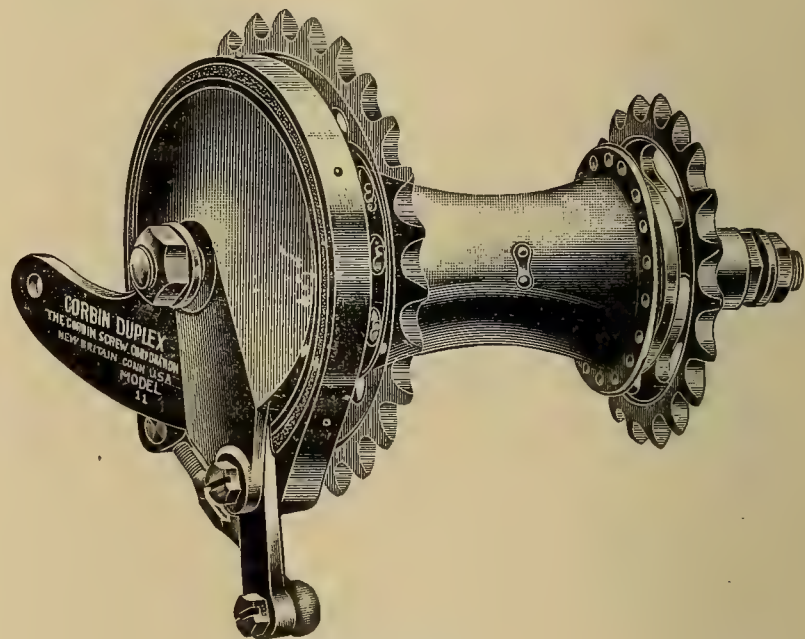
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of motorcycles and excepting only the



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there never has been produced anything
that equals it.

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NEW BRITAIN, CONN.

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JANUARY 22, 1910.

"We take the Bicycling World and Motorcycle Review and are very much pleased with it; it certainly is worth the price."—Duncan & Boardman, Okeene, Okla.

The F. A. M. and the "Etc."

According to a member of the committee which is revising the F. A. M. constitution and by-laws, ownership of a motorcycle no longer will be a necessary qualification for membership after the new code shall have been adopted. The member in question states that the qualification has been stricken out for the benefit of "heads of concerns, etc.," who do not own motorcycles.

The Bicycling World regrets that such a state of affairs is in contemplation and hopes that that some means will be taken to avoid it. To remove such a qualification is akin to removing the keystone from an arch and its removal will carry with it not a few undesirable possibilities. As the "heads of concerns" usually own more motorcycles than the average man ever hopes to own, it greatly is to be feared that the impending change is designed more for the benefit of the "etc." than for anyone else. Of course, there are some very desirable "etc." already within the ranks and no question ever has been raised concern-

ing their eligibility, but that scarcely is sufficient reason for removing the cornerstone of the organization or for lifting its door from its hinges. The F. A. M. was designed to be an organization of and for motorcyclists and we incline to think it will prove a grave mistake to do anything which at some time in the future may cause it to fall in the hands of "etc." who may be so numerous as to bend it according to their will. Often the balance of power is represented by a comparatively few votes, and when the membership fee is merely nominal no very great outlay is necessary to secure such power.

Let the F. A. M. remain an organization of motorcyclists. If there are "etc." whose interest in motorcycling is more than skin deep, let them demonstrate the fact by acquiring motorcycles. The process is very simple and not unduly expensive.

The Discount that Dazzles.

The Kansan whose good natured explanation why he ceased to be a motorcyclist is published in another column, is representative of a too numerous class, and it is probable that nothing which ever may be said or written will reduce its numbers; it is a class not by any means restricted to cycling or motorcycling.

Probably since commerce first began, the desire for "bargains"—the desire to purchase at less than listed prices—has actuated mankind, not to mention womankind. The word "discount" has such an attractive ring that in certain fields of trade, unconscionable merchants have turned it to their great profit merely by printing catalogs or lists descriptive of standard wares, which, however, are priced so much higher than the market figures that they are able to offer what appears to be goodly discounts; and gullible men swallow not only the bait, but the hook, and chuckle at the thought of money saved.

The Kansas man's experience is the experience of many others. They permit their better sense to be blinded by the "discount" glitter. The prospect of obtaining a new machine at less than the catalog price—at the agents' price—and to be constituted an agent, is temptation which too few are able to put behind them. What so often comes of such "falls" is strikingly illustrated by our correspondent, who does not, however, remark one of the worst features of such situations. For in most cases they arise in small towns and the townspeople generally measure the worth of motorcycles by

the experience of their enterprising, but distressed fellow citizen.

If there was some way of spreading the gospel that there are some motorcycles of repute which at second hand are worth more than some others are worth when new, a lot of men in small places could be saved from their folly and incidentally they would save more than the price of the "agents' discount" which so bedazzles them. Good second hand motorcycles never were more numerous, or obtainable at more favorable prices, and the wise purchaser who informs himself before purchasing, and who resists the discount temptation has small cause for hesitancy, doubt or distress.

The Value of Law and Loyalty.

Few men familiar with the circumstances will refrain from congratulating Mr. Guy M. Greene on his reinstatement as an amateur by the competition committee of the F. A. M. Probably no congratulations will be heartier than those of C. N. Libby, who apparently knew Guy so well, but of whom Guy knew so little, though they worked for the same concern and often measured speed and skill—Guy a spotless, innocent, unsophisticated amateur, and Libby a wise, deep-dyed, well known pro.

If Guy isn't chuckling in his sleeve, it is time he began to do so; for as if reinstatement is not sufficient, a Solomon come to judgment has declared that rightfully he never was aught but a pure and spotless amateur. The former chairman who acted in the light of his day and in accordance with fact should be hamstrung and the F. A. M. should tender Greene a vote of apology and regret for the injustice done; if it voted Mr. Greene an appropriation for the prizes he might have won, it would not be doing too much.

What matter if Mr. Greene did tell the F. A. M. to "go to?" What matter if he mocked it and spit on it, and did what he could to tear it down? or that he defied its every law, not once, but whenever he pleased, or rather whenever he could find the opportunity. What matter such mere trifles? Why should any loyal member of the F. A. M. object? Why should not law and order be set aside for a repentant sinner when he has tired of his fling?

The case of Green affords a striking illustration of the fruits of loyalty. Let it not be lost on the loyal members! And let no one forget the benevolent heart and calm judicial mind that undid the great wrong—the chairman of the F. A. M. com-

petition committee, who receives only about \$8 per week for such splendid services and who is worth at least some more. Never before has the F. A. M. possessed a chairman who could alter a fact, turn back the hand of time and override the constitution and set himself and his judicial temperament above the whole organization. Those are mighty accomplishments despite the slender technicalities on which they hang. If higher court of the F. A. M. will be given an opportunity to pass on them—it will be an unhappy day for the F. A. M. and a merry one for the chairman who comes after Mr. Greene's great and good friend. For with a sanctioned precedent to guide him he, too, can turn back time, alter facts, and walk on the constitution and if he is so minded he will not have the slightest trouble in finding at least five technicalities on which to cast Mr. Greene back into the professional ranks where he belongs, and in declaring illegal pretty much everything else performed by the existing competition committee.

In itself the case of Green is a mere circumstance. The real issue is whether the government of the F. A. M. is to become a government by and of technicalities. It is of more importance perhaps than the average motorcyclist imagines is the case, but it should not be lost sight of.

If the newly formed Metropolitan Association of Motorcycle Clubs cannot rise above the level of its first function, which occurred last week, it were best that it end just where it is. There are some offenses which, committed in the name of an association, constitute a scandal too serious to be overlooked or passed in silence. If the new organization values a good name, someone should be called to account for the goings-on which marked its first affair.

While the "strike" of the French professional racing men may be ill-advised, they are entitled to no small sympathy. The fact that the existence of the bogus amateur or a mongrel class is in the nature of injustice to and of taking bread from the mouths of men who are honest enough to declare their occupation is a feature of shamateurism too often overlooked.

"Enclosed is renewal of my subscription. I can't get along without the weekly visits of the good old Bicycling World. It is like taking a spin to read it."—Grant R. Moore, Maplewood, N. Y.

MORE ADDITIONS TO POPE FUND

Cuntz and Metzger Assist the Memorial Project—"Cause a Worthy One," Declares Mr. Metzger.

Two additional subscriptions to the fund for the erection of a memorial to the late Col. Albert A. Pope have increased the amount to \$2,569.60. One of the subscriptions, \$15, comes from Herman F. Cuntz, who for several years was the head of the Pope Mfg. Co.'s legal department; the other, \$25, was made by W. E. Metzger, of Detroit, one of the best known cyclists and cycle dealers in the country, who long was a Pope agent. Both gentlemen now stand high in the automobile industry, but Mr. Metzger also retains his bicycle establishment in Detroit.

"It is a worthy cause," said Mr. Metzger in making his contribution, "and I am glad to become identified with it. Col. Pope was a remarkable man and his memory deserves perpetuation. Every person with a sense of appreciation of what he did should join in the movement and give evidence of the fact."

Bicycling World Co., New York....	\$100.00
John S. Leng's Son & Co. New York	25.00
Will R. Pitman, New York.....	5.00
St. Louis Cycling Club, St. Louis, Mo.	59.00
R. F. Kelsey, New York	10.00
R. G. Betts, New York	20.00
J. J. O'Connor, New York	2.00
A. C. Church, Englewood, N. J.....	5.00
Miss F. A. Clark, Hartford, Conn....	2.00
F. B. Widmayer, New York	5.00
Elliott Mason, Westfield, N. J.....	10.00
Consolidated Motorcyclists, Inc., Keene, N. H.....	10.00
Original employes of Hartford Rubber Works Co., per E. H. Brandt—	117.00
Present employes of Hartford Rubber Works Co.....	12.00
Persons Mfg. Co., Worcester, Mass.	100.00
F. P. Prial, New York.....	10.00
James Joyce, New York.....	25.00
W. J. Morgan, New York.....	5.00
Amos Shirley, New York.....	10.00
Eclipse Machine Co., Elmira, N. Y..	10.00
R. D. Garden, New York.....	25.00
D. J. Post, Hartford, Conn.....	25.00
L. M. Wainwright, Indianapolis.....	25.00
John C. Wetmore, New York.....	10.00
Emil Grossman, New York.....	10.00
Hearsey-Willis Co., Indianapolis....	10.00
F. A. Baker & Co., New York.....	10.00
B. F. Goodrich Co., Akron, O.....	25.00
John S. Prince, Springfield, Mass....	5.00
W. H. Crosby, Buffalo, N. Y.....	10.00
S. A. Miles, New York.....	25.00
Great Western Mfg. Co., Laporte, Ind.	5.00
Henry Goodman, New York.....	5.00
James E. Sullivan, New York.....	10.00
Motorcycle Pub. Co., New York....	10.00
A. J. Musselman, Chicago.....	5.00
F. J. Wagner, New York.....	10.00
Burley B. Ayres, Chicago.....	5.00
Diamond Rubber Co., Akron, O.....	25.00
G & J Tire Co., Indianapolis.....	25.00
Robert Bruce, Clinton, N. Y.....	5.00
Officials, office employes and traveling men Pope Mfg. Co., Hartford.	383.00
Employes Pope Mfg. Co., Hartford factory	326.60
Continental Rubber Works, Erie, Pa.	25.00

COMING EVENTS

January 24-29, Newark, N. J.—Eight hours a day six days race in First Regiment armory.

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

March 2-3, Keene, N. H.—Consolidated Motorcyclists' second annual bicycle and motorcycle show.

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

A. G. Batchelder, New York.....	10.00
Hendee Mfg. Co., Springfield, Mass..	25.00
Alexander-Seewald Co., Atlanta, Ga..	10.00
Emblem Mfg. Co., Angola, N. Y....	10.00
C. T. Kilbourne, New York.....	5.00
New Departure Mfg. Co., Bristol, Conn.	100.00
Theodore F. Merseles, New York...	25.00
A. D. Peck, Boston, Mass.....	5.00
W. D. Wilmot, Fall River, Mass.....	10.00
Century Road Club of America.....	10.00
Fred E. Mommer, New York.....	5.00
John H. Valentine, New York.....	10.00
Walthour & Hood, Atlanta, Ga.....	10.00
Badger Brass Mfg. Co., Kenosha, Wis.	10.00
A. L. Garford, Elyria, Ohio.....	100.00
Frederick G. Bourne, New York.....	10.00
Fisk Rubber Co., Chicopee Falls, Mass.	25.00
The Standard Co., Torrington, Conn.	25.00
E. G. Robertson, Baltimore, Md....	1.00
Harry W. Turner, Manchester, Eng.	1.00
Kirk Munroe, Coconut Grove, Fla..	5.00
Joseph Goodman, Hartford, Conn...	25.00
Ralph Temple, Chicago.....	10.00
Dai H. Lewis, Buffalo, N. Y.....	10.00
C. E. Peterlin, Grand Rapids, Mich..	15.00
Arthur N. Jervis, New York.....	5.00
S. Wallis Merrihew, New York.....	5.00
A. Schrader's Son, Inc., New York..	15.00
Charles E. Miller, New York.....	10.00
W. W. Stall, Boston, Mass.....	10.00
Century Road Club Association.....	15.00
American Wood Rim Co., Onaway..	25.00
Fred C. Gilbert, Detroit, Mich.....	5.00
Kokomo Rubber Co., Kokomo, Ind...	25.00
Friends in Boston, Mass.....	200.00
James A. Quigley, Boston, Mass....	5.00
Empire City Wheelmen, Brooklyn, N. Y.....	16.00
L. J. Berger, Chicago, Ill.....	5.00
Century Road Club of America, New Jersey Division.....	5.00
Frank M. Dampman, New York.....	5.00
H. A. Glieman, New York.....	5.00
C. H. Gray, St. Louis.....	5.00
E. C. Stearns, Syracuse, N. Y.....	10.00
D. P. Harris Hdw. Co., New York..	25.00
J. Walter Thompson, New York.....	100.00
Herman F. Cuntz, New York	15.00
W. E. Metzger, Detroit, Mich.....	25.00

Appreciation of the Show Number.

"We desire to compliment the Bicycling World on the complete information it gives in its January 15th issue of the motorcycles exhibited at the New York show; it should prove valuable to prospective purchasers. Kindly mail to us several additional copies of that issue."—Henry Keidel & Co., Baltimore, Md.

GRANDPA HEDDEN AGAIN REPEATS

For Third Time Wins America's Mileage Contest, Bettering Former Records—
Frayse Leads Century Grinders.

Not in many years has such a creditable performance been made in mileage competition as that of last year by Jacob William Hedden, of Brooklyn, who won the competition annually conducted by the Century Road Club of America, the results of which have just been announced by Noble O. Tarbell, of Lake Geneva, chairman of the roads record competition committee.

The fact that Hedden rode 24,120 miles in 1909, while in itself a notable achievement, is made even more noteworthy when it is known that he did not miss a single working day, and also that he is a grandfather several times. Hedden, who was born in New York City 51 years ago, accomplished this big mileage on an 88 geared Pierce bicycle, fitted with a Persons saddle and Fisk tires. This makes Hedden's third successive victory in the mileage competition of the Century Road Club of America, his total mileage for the last three years amounting to 67,822.

No less notable was the performance of Emil Fraysse, of New York City, who scored first prize in the century competition for the year. During the year just past Fraysse rode 123 centuries, and also won second prize in the mileage contest with 19,475 miles. Hedden was second in the century competition with 88 centuries.

It doubtless is the general impression that century and mileage riding is on the decline, but whoever holds that view is sadly mistaken. A comparison of the figures for the last three years is interesting.

In the Century Road Club of America's competition last year just twice as many riders battled for the honors as have been engaged in any competition for the last five years, and the individual results show a corresponding increase. Hedden covered 24,120 miles last year, the year before 17,811, and in 1907, 15,891 miles. W. L. Cummings, who won the 1908 century competition rolled 76 centuries as against 123 for Fraysse last year. The total number of centuries covered in 1909 was 889, as against 603 for 1908 and 426 for 1907. In 1907 only one triple century and 14 doubles were covered; in 1908 there were 7 triples, and 40 doubles. Last year the riders covered 54 doubles 28 triples, 5 quadruples, three quintuple and one one sextuple centuries. Hedden was the only rider to cover 600 miles in one stretch. The total mileage for 1907 was 70,611; in 1908, 113,827, and in 1909, 163,579. The total number of 1,000 mile bars issued in 1908 was 102; exactly 40 more, or 142 bars were issued last year. These figures speak for themselves.

Hedden is particularly well pleased over his remarkable showing, but none of his

numerous awards will be more appreciated than the handsome gold medal presented to him by Fred A. Mommer. At the beginning of the season Mommer stated that he would give a silver medal to the rider who



J. W. HEDDEN

would surpass Hedden's 1908 mileage. Hedden therefore was agreeably surprised when he received not a silver, but a very ornate and expensive solid gold medal with Secretary Mommer's compliments.



EMIL E. FRAYSSE

The following members scored multiple centuries during the year:

E. E. Fraysse, 16 doubles, 7 triples, 4 quadruples and 2 quintuples; L. C. Smith, 10 doubles and 4 triples; J. W. Hedden, 4

doubles, 13 triples, 1 quintuple and 1 sextuple; Charles Hausenbauer, 3 doubles, 1 triple and 1 quadruple; Joseph Noe, 3 doubles; A. Dawson, 1 triple; C. E. Fortenbach, 1 triple; Alfred H. Seeley, 1 triple; Fred I. Perreault, William Russell, William Kirchner and John De Bruyn, 2 doubles each; A. D. Dawson, C. H. Bahr, J. G. Schmidt, R. G. Westervelt, J. R. Pike, I. Goldin, P. Smith, W. Hausenbauer, G. Hausenbauer and F. C. Seebinger, 1 double each.

The following riders passed their 100th century and were awarded special bars: Alfred H. Seeley, April 25; Fred E. Mommer, August 1; J. W. Hedden, September 30; E. E. Fraysse, October 9, and Charles Hausenbauer, October 17.

Two records were broken and officially accepted as follows: New York to Philadelphia and return, by Jesse R. Pike, June 24; distance, 201 miles; time 14 hours 27 minutes. New York to Boston, by Joseph Noe, June 13; distance, 249 miles; time 20 hours 31 minutes.

The following reported 1,000 or more miles:

1 J. W. Hedden, Brooklyn	24,120
2 E. E. Fraysse, New York City ...	19,475
3 C. Hausenbauer, Brooklyn	9,002
4 C. H. Bahr, New York City	6,974
5 F. I. Perreault, Malden, Mass. ...	5,682
6 A. Dawson, Richmond Hill, N. Y. ...	5,636
7 W. H. Kirchner, Brooklyn	5,617
8 Joe Noe, Jersey City, N. J.	5,144
9 C. B. Walker, Brooklyn	5,050
10 W. L. Russell, Brooklyn	5,044
11 N. O. Tarbell, Lake Geneva, Wis. ...	4,864
12 Emil Leuly, W. Hoboken, N. J. ...	4,577
13 A. H. Seeley, New York City	3,952
14 Jas. Lautalene, Richmond Hill..	3,552
15 H. H. Hintze, New York City ...	3,422
16 Thos. W. Davis, Peoria, Ill.	3,333
17 F. E. Mommer, New York City ...	3,273
18 H. C. Sommer, Jr., Brooklyn ...	3,106
19 R. G. Westervelt, Richmond Hill..	3,095
20 J. R. Pike, N. Bergen, N. J.	3,026
21 F. C. Seebinger, Brooklyn	2,997
22 F. W. Bennett, Brooklyn	2,803
23 H. Geiler, New York City	2,654
24 P. J. Sheary, Jersey City	2,470
25 John De Bruyn, New York City ...	2,418
26 Geo. Hausenbauer, Brooklyn	2,019
27 A. Hausenbauer, Brooklyn	1,958
28 J. G. Schmidt, New York City ...	1,765
29 Peter Smith, Brooklyn	1,758
30 C. R. Fortenbach, Brooklyn	1,655
31 H. H. Wheeler, Los Angeles	1,430
32 A. J. Leary, New York City	1,398
33 Israel Crook, Brooklyn	1,328
34 H. E. Fischer, W. Hoboken	1,278
35 P. Katz, Ozone Park, N. Y.	1,253
36 H. J. Baltz, New York City	1,123

The list of those who reported five or more centuries each, is as follows:

1 E. E. Fraysse, New York City....	123
2 J. W. Hedden, Brooklyn	88
3 Chas. Hausenbauer, Brooklyn	64
4 L. C. Smith, New York City	57
5 A. D. Dawson, Richmond Hill, N.Y. ...	51
6 F. I. Perreault, Malden, Mass.	45
7 W. L. Russell, Brooklyn	30
8 W. H. Kirchner, Brooklyn	29
9 F. E. Mommer, New York City	24
Joe Noe, Jersey City, N. J.	24
10 C. H. Bahr, New York City	23
11 Geo. Hausenbauer, Brooklyn	18
John De Bruyn, New York City	18
12 C. R. Fortenbach, Brooklyn	17
A. H. Seeley, New York City	17
13 H. C. Sommer, Jr., Brooklyn	16
F. C. Seebinger, Brooklyn	16
C. B. Walker, Brooklyn	16

J. R. Maddox, Roxbury, Mass.	16
14 James Lautalene, Richmond Hill ..	14
15 F. W. Bennett, Brooklyn	13
16 J. G. Schmidt, New York City	12
17 Ernest Ball, Boston, Mass.	11
J. K. Pike, N. Bergen, N. J.	11
A. D. Rice, Cent. Falls, R. I.	11
R. I. Westervelt, Richmond Hill..	11
18 A. Hausenbauer, Brooklyn	10
19 Herman Geiler, New York City	9
H. H. Hintze, New York City	9
20 Emil Leuly, W. Hoboken, N. J.	8
21 Philip Katz, Brooklyn	7
Wm. Smith, New York City	7
22 W. E. Brackett, Lynn, Mass.	6
23 C. H. Kirschner, Jr., Brooklyn	5
Peter Smith, Brooklyn	5
N. O. Tarbell, Lake Geneva, Wis..	5

The Humane Doctor and the Quail.

With a motorcycle as his only weapon, Dr. C. H. Lashlee, of Redlands, Cal., has proved that it is possible to capture quail by means of the machine, although he does not recommend his method as one which is at all certain of results. As he was riding in the San Jacinto district he heard a gunshot, and at the same moment a bird flew out of the brush. In its fright the quail collided with the motorcycle, and becoming entangled in the mechanism, was held prisoner. Dr. Lashlee decided that although it was the open season for quail he would release it, and accordingly gave it its freedom.

Rochester Elects Ellsworth President.

At its annual meeting, which was attended by over 100 of the 150 members, the Rochester Motorcycle Club, of Rochester, N. Y., on the 5th inst., elected E. Ellsworth, one of the founders of the club, as president, the other officers who were chosen being Frank Boase, vice-president; Dr. Isaac Beir, treasurer; Edward Van Amkirk, recording secretary; Will Troy, corresponding secretary; Edward Stauber, captain; R. Bishop, first lieutenant; Charles Strogon, second lieutenant.

The Poet and His Motorcycle.

Although not generally known, Maurice Maeterlinck, the renowned poet, is an ardent devotee of the motorcycle, and makes excursions to the mountains and back from his home on the Mediterranean. In a recent interview in the London Daily Mail he is quoted as saying: "Some people laugh at me; a poet on a motor bicycle! They think it incongruous. But consider how much more convenient it is than a motor car. You are near the road, you see all that there is to be seen. You can go along little paths, delightful, quiet woodways where no motor can pass."

Cuniolo's "Forgetfulness" in America.

According to L'Auto, Giovanni Cuniolo, who teamed with Ergisto Carapezzi in the recent six days race, but who blew up in the early hours of the contest, probably will be disciplined by the Italian Cycling Union. The French paper states that Cuniolo left New York City without the formality of first paying his board bill.

MORRISON ESSAYS A NEW ROLE

Racing Man Turns Mile Hunter and Tops

C. R. C. A. List—Segal Brothers Share the Other Honors.

To the surprise of every one, Samuel R. Morrison, of New York City, one of the veteran road and track riders, won the annual century mileage competition conducted by the Century Road Club Association. During 1909 Morrison rode no less than 101 centuries, 13,982 miles, of which number 68 were single, 6 double, 4 triple, 1 quadruple, and 1 quintuple centuries. Not only does Morrison win the national trophy, but he also obtains the first prize offered by the



SAMUEL R. MORRISON

Eastern Division for the member scoring the greatest mileage in that branch of the national organization. He also secures a leg on the Garrity trophy, which must be won twice.

Morrison's victory was unexpected, for the reason that he did not begin riding centuries until late in the fall of 1908. The following year, however, he determined to win the trophy and he never let go of the intention. Morrison rode an Edgecombe bicycle, fitted with Fisk tires. Last year's winner, Sylvan Segal, won with only 59 centuries, 8,500 miles.

The fight for first place between Morrison and "Bob" Lawson was close enough to be exciting. Lawson's performance was most creditable, for although he began riding in the competition only in the latter part of May, he succeeded in rolling up 99 centuries, 12,939 miles, of which 92 were single, 2 double and 1 triple centuries. Had he not stopped riding November 15th he might have won.

The third man was C. B. ("Lal") Ruch, one of the real century veterans, who totalled 45 centuries, 9,016 miles, despite the fact that he was prevented from riding many weeks during the year. Sylvan Segal,

who won last year, finished fourth with 34 centuries, 5,517 miles.

The first ten "honor men" are as follows:

First, S. R. Morrison, 101 centuries, 13,982 miles; second, Robert Lawson, 99 centuries, 12,939 miles; third, C. B. Ruch, 45 centuries, 9,016 miles; fourth, Sylvan Segal, 34 centuries, 5,517 miles; fifth, George Brigot, 14 centuries, 3,893 miles; sixth, M. S. Walters, 4 centuries, 4,581 miles; seventh, C. H. Briggs, 26 centuries, 2,600 miles; eighth, A. Koerner, 15 centuries, 2,500 miles; ninth, Lucian Segal, 7 centuries, 2,517 miles; tenth, G. Breregel, 7 centuries, 2,154 miles.

The club runs competition was won by Lucian Segal, who did not miss any of the runs held during the year. George Brigot was second and William Fuchs third. Lucian Segal since has been elected captain for the ensuing year and gives promise of becoming a power in the association. Segal also won the membership competition by bringing in twice as many new members as his nearest competitor.

Fortunately the policemen stationed on Jerome avenue, The Bronx, were kind enough to permit the contest for the J. B. Hawkins trophy. Although it is against the law to speed within the city limits J. B. Hawkins offered a silver cup to the rider who during the year should make the fastest time on Jerome avenue, between 162d street and Kingsbridge road and return, a distance of 6.2 miles. Sylvan Segal made the fastest unpaced time in 15:43½ and thereby won the silver cup offered, Victor Anderson being second in 16:03½. The fastest time made during the year decided the award of the trophy.

Hintze Scores Year's First Century.

Herman Hintze, that indefatigable plugger of the Century Road Club of America, has gained the distinction of riding the first century of the new year. The feat was accomplished on January 8th, through snow drifts and over the ice-covered Merrick road on Long Island. Considering the weather Hintze's time of 12 hours 15 minutes stamps his performance a creditable one. Usually the first century of the year is accomplished on January 1st, but because of the heavy snow it was impossible and Hintze therefore embraced the first opportunity that presented. He now is eligible for membership in the Arctic Club.

Baltimore Club Reports Its Mileage.

A distance of 41,757 miles represents the total official mileage of the Carroll Cyclers, of Baltimore, Md., and the announcement of the winners of the mileage contest for the year, 1909, shows that Frank Shallenberger is the victor, with 4,480 miles to his credit, although he has been a member of the club only seven months. Shallenberger will receive a gold medal, while John Ruhl and Charles Hossfeld will be given a silver and a bronze medal, respectively, for second and third honors. The total mileage for the club is much greater than for the year previous.

FRENCH "PROS" GO ON A STRIKE

Resent the Creation of "Independent" Cash Chasers Under U. V. F. Rules—Latter Make the Most Money.

In an apparent attempt to straddle amateurism by the creation of a hybrid class of riders known as the "independents," which is in some respects not wholly unlike the "trade rider" class of the Federation of American Motorcyclists, the Union Velocipedique de France, which governs bicycle and motorcycle racing in France, literally has pulled down a hornets' nest about its ears. The hornets in this instance are the professional riders of France and their attack has taken the form of a strike or boycott against the U. V. F. Previous strikes of the sort usually disintegrated. Whether the present uprising of the "pros" will meet the same fate is problematical; at any rate the track managers are greatly worried, for the uprising is far-reaching.

Briefly the trouble is this: So much trouble had been experienced with bogus amateurs that the U. V. F. decided to draw the lines of amateur competition tighter than ever before, and in doing so it created a third or mongrel class. A rule was promulgated which, under pain of professionalization of the rider, will not permit the victory of any member to be ever advertised in any manner by the manufacturers of bicycles, tires, or the brand of massage juice the rider might have used. There are other equally stringent provisions. Those who comprise the new and mongrel class are styled "independents." The privileges of an "independent" are astoundingly broad. He need not become an individual member of the U. V. F., but must pay an annual license fee of two francs, which is three francs cheaper than the professional riders get their registration cards for, and he is privileged to ride in either amateur or professional races, take cash or prizes, and do almost anything he wishes to do and get away with it.

The professional riders saw in the mongrel class serious encroachment on their means of livelihood, and became so aroused that they held an indignation meeting and decided to send a committee to call upon the sporting commission of the U. V. F. and state their feelings in the matter. When the committee called upon the sporting commission the latter, oddly enough, was "not at home."

This addition of fuel to the flame already engendered resulted in the formation of another meeting of the riders. They discussed the attitude of the U. V. F. and formed a syndicate. A set of resolutions were made and passed unanimously, the most important feature being that each rider signed an agreement to not affiliate with any other society or to take out licenses from the U. V. F. until a satisfac-

tory agreement had been reached with the U. V. F. Each rider pledged himself to the extent of 2,000 francs (\$400) to uphold this agreement. Practically all of the crack riders are enrolled. Victor Dupre, the world's sprint champion, was elected president; Louis Darragon, the noted pace follower, was chosen vice-president; Delage, treasurer; Ludovic, secretary. The governing committee consists of Seres, Lapize, Ruinat, Lorgeu, Garrigou, Simar and Hourlier. Besides the riders named, more than 150 professional riders signed the agreement, among them being such well known riders as Boutellier, Devoissoux, Jacquelin, Pasquier, Emile Georget, Faber, Toussaint, Didier, Mazan and Danjou.

Just what the outcome will be remains to be seen. A similar boycott was organized some 16 years ago by the professional riders. They had \$1,600 in the treasury, but the syndicate expired in six months, while the Union Velocipedique de France was stronger than ever. It is not improbable that the same fate will meet this strike, but in the meantime the managers of the new winter track are wondering what they will do for riders.

Rutt Now "in Right" in Germany.

Walter Rutt will not be fined or compelled to serve his two years military service after all, thanks to his good fortune in winning the Berlin six days race and the intervention of the Crown Prince. It will be remembered that when Rutt was permitted to ride in the Berlin race he fully expected to be arrested and fined. The Germans were so elated over Rutt's victory, however, that the military authorities have placed him in the "Ersatz Reserve," which means that he will be free to come and go as he pleases. In case of war, however, he must at once present himself to the military post nearest his place of residence. This action of the authorities will mean a great deal of money for Rutt as he may now ride upon any of the German tracks without fear of arrest for not having performed his two years of military service.

Amsterdamer Issues a Challenge.

"Bob" Lawson, the hard-working secretary of the Amsterdam Wheelmen, evidently has branched out as a full-fledged manager. He sends the following challenge to the Bicycling World and urgently requests its publication:

"Edgar Van de Anvera, the champion of Hoboken, wishes to race A. Makowsky, of Germany, and D. Trilling of Russia, who are now in New York."

Spaniards Hear of a Marvelous Match.

The following is taken verbatim from a Spanish daily newspaper, published the day following the close of the New York six days race: "This morning was terminated a cycling match in New York between one German rider and one Australian. The rider Rutt Clark was the victor. The match lasted six days."

THIRTEEN TEAMS IN NEWARK GRIND

"Little Six Days" Has a Brilliant Showing of Cycling Stars—Sprint and Paced Races for the Opening.

Thirteen teams have been signed for the Newark six days race, to take place in the First Regiment Armory, Newark, N. J., the week of February 7 to 12, according to an announcement from that city this week. Joe Fogler and Robert Walthour have returned from Europe and will ride, it is stated; Fogler will mate with E. F. Root, now in Europe, and Walthour with Collins, who partnered him in the New York race.

As stated in the Bicycling World before, the Newark grind will not be a continuous affair, but will last only ten hours each day, starting at 1 o'clock in the afternoon and finishing at 11 o'clock at night. That it will be a better race than any other of the abbreviated six days affairs that have been held in the last year or so will be seen from a perusal of the list of teams that have been engaged. They are as follows:

Frank L. Kramer, East Orange, N. J., and W. S. Fenn, Bristol, Conn.; James F. Moran, Chelsea, Mass., and Iver Lawson, Salt Lake City; E. F. Root, Melrose, Mass., and Joe Fogler, Brooklyn; John Bedell and Menus Bedell, Newark, N. J.; Worthington Longfellow Mitten, Davenport, Iowa, and Edward F. Rupprecht, Newark, N. J.; Ernest A. Pye and Patrick O'Sullivan Hehir, Australia; Fred G. West, San Francisco, Cal., and J. Frank Galvin, New Milford, Conn.; Norman M. Anderson, Denmark, and Floyd Krebs, Newark, N. J.; Robert J. Walthour, Atlanta, Ga., and Elmer L. Collins, Lynn, Mass.; George Wiley, Syracuse, N. Y., and Percy O. Lawrence, San Francisco, Cal.; Thomas Edison Smith and James Hunter, Newark, N. J.; Charles Stein, Brooklyn, and Teddy Billington, Newark, N. J.; Charles Vanoni, New York City, and Peter Drobach, South Boston, Mass.

The race will be held in the First Regiment Armory, upon the floor of which will be constructed an eleven lap maple track. In order to make the race a fast one the saucer will be banked on foot higher than the Madison Square Garden bowl.

The meet will be inaugurated Saturday night, February 5th with a card of sprint and paced races, entry blanks for which were issued this week. The open events consist of a half mile professional handicap and a five miles professional open, a half mile amateur handicap and a three miles amateur open. In addition to these events there will be a 10 miles motor paced match between James F. Moran and Elmer L. Collins, and a one mile match between Frank L. Kramer and Iver Lawson. Entries close with John M. Chapman, 152 Market street, Newark, N. J., not later than the first mail Wednesday, February 2d.

REPAIRING BROKEN FEED PIPES

Ingenious Method of Utilizing Insulation of Ignition Wire for the Purpose—A Subsequent Caution.

While the use of heavier tubing for gasoline and oil feed pipes on practically all of the better class of motorcycles of the present day, has rendered breakages of these conductors less frequent than formerly, they still are to be reckoned with. Falls or long continued movement against some part of the machine are the main causes of broken feed pipes, and when such happenings occur far from the beaten path it sometimes requires considerable mechanical ingenuity to effect a temporary repair. One instance of the kind which occurred last summer will serve to show how in this case necessity was the mother of invention.

Gathering himself after a spill the rider discovered that the machine had fallen in such manner that the gasoline pipe was cut almost in half by coming in contact with a jagged rock, which at the same time carried away a piece of one of the cylinder flanges. After shutting off the gasoline the problem of evolving a makeshift coupling for the broken ends of the pipe was tackled, and as there was no rubber tubing available it was a case of finding a substitute.

Here let it be understood that the mishap occurred miles from any repair shop, so the resources of such an establishment were not available. Of course, one naturally would think of the rubber pump connection as being at once a most acceptable makeshift to connect the broken ends, but on this particular occasion the rider was defying the lightning by neglecting to carry such an indispensable appliance, so that avenue of hope was closed to him. About the nearest approach to such a connection was the insulated wiring, and fortunately the secondary cable was of sufficient length so that a couple of inches or more could be spared.

After cutting off a short piece of the cable the wires were drawn from it with a pliers and this was a tedious job, as they were so wrapped as to offer considerable resistance. This done, a passage was forced through the center of the insulation with a skewer which was whittled out, and the improvised tube was slipped over the ends of the pipes and wrapped with fine wire at either end to make a tight joint. It held tightly as a drum for 25 miles, when a stop was made at a repair shop and the fracture knitted with solder.

With several of the magneto equipped machines of the present day resorting to such extremes as borrowing a piece from the secondary cables would be unnecessary, even in the absence of the invaluable pump connection, for the cables are enclosed in rubber tubing which easily could be spared in an emergency.

A word of caution regarding the use of rubber tubing in the gasoline line it is not out of place in this connection. It is well known that gasoline is a solvent of rubber and where the latter is used for any length of time in the feed line, particles of rubber will be separated from the main body and find their way eventually to the passages and spray nozzle and serve to choke them.

What one-Thousandth of an Inch Is.

Of the great army of people who ride motorcycles it is safe to say that comparatively few have any accurate idea of the amount of thickness represented by the phrases "one-thousandth part of an inch" or "one one-thousandth of an inch," although manufacturers frequently use these terms in their catalogs in referring to the accurate workmanship which they put into their engines or other parts of machines. Furthermore, micrometers are not a part of the equipment of a great majority of owners and if they were they could not read them, so it becomes advisable to express the meaning of the measurement in a simpler and clearer form. This probably can best be done by taking for example a hair from a person's head; on an average it will measure from two to three thousandths in thickness, so that one one-thousandth of an inch would be one-half or one-third the thickness of a hair. Thus it will be understood to what degree of accuracy manufacturers attain in grinding cylinders, while in automobile practice it is not unusual to finish parts to within one ten-thousandth of an inch of a given dimension.

Hurrying Acetylene Flow to Lamps.

It has come to be a commonly accepted fact that in lighting acetylene lamps it is necessary to wait several minutes to let the air blow out of the passages before applying a match to the burner. While under ordinary conditions this enforced wait may be necessary, it can be reduced materially by disconnecting the rubber tube under the burner for a moment after the gas is turned on. When this is done the air will be forced out much quicker than when the connections are left intact, as in the latter case the minute holes in the burner prevent the rapid escape of the air. As soon as the odor of gas is detected at the open end of the rubber tube it can be slipped onto the burner inlet elbow again and the latter lighted.

Metallic Tubing for Piping Systems.

One of the best piping systems for the conducting of fuel and lubricants to the engine was observed on one of the machines exhibited at the New York show. It was equipped with flexible metallic tubing similar to that used for horns and enclosing speedometer shafts, and has the most desirable feature of adjusting itself to all strains and "working" which vibration may set up in either the tanks or in the engine itself.

MUFFLER EXPLOSION OR PISTOL?

Question Brought up in Novel Manner in a Murder Trial—Motorcycle Experts Give Testimony.

How many persons who have heard both can distinguish the backfire or explosion in a motorcycle muffler from a pistol shot?

This simple question, more easily asked than answered, and seldom if ever thought of, was brought up last week in a murder trial in Milwaukee, Wis., and played a novel and conspicuous part in the defense.

Briefly the facts are as follows: Ward E. Hedger is on trial on a charge of murdering his wife, Louise, the evidence thus far given being purely circumstantial. Mrs. Hedger was shot in the back of the head and instantly killed one morning while in her kitchen. There was no clue to the murderer, the husband being arrested merely through a chain of circumstantial evidence. No one saw the crime committed but several witnesses for the state testified that they heard pistol shots in the neighborhood about the time the murder was supposed to have been committed.

It was to refute or confound this testimony that the clever lawyer of the defense dragged William S. Harley and Walter Davidson, of the Harley-Davidson Motor Co., besides several automobile experts, into the case. He implied that there might be a reasonable doubt in regard to certain portions of the evidence, and to prove it subpoenaed Harley and Davidson.

The testimony of the experts agreed that pistol shots could not be distinguished from the explosions of a muffler. Harley said that he had conducted experiments in which pistols were fired, followed by the explosions in the mufflers of motorcycles, and that it was impossible to distinguish the sounds. The experiments were made with the explosions out of doors, while the witnesses listened from both outside and inside.

One of the jurymen raised the point as to whether Harley had experimented with the pistol and motorcycle when he was indoors and the explosions indoors also. Harley said that this had not been done and therefore some of the force of the testimony was lost. The case, however is exceedingly interesting, not alone from the fact that it is the first time the point ever has been raised, but it presents unlimited possibilities in future cases where there is a chance for reasonable doubt upon the issue involved.

Builds Bicycle for Use on Ice.

Reviving an old idea, Morris Swartz, a youthful inventor of Red Bank, N. J., has built himself an "ice bicycle," with which he is having considerable sport on the river. It has steel runners fore and aft, with a spiked rear wheel.

CYCLE AEROPLANE WITH PEDALS

Inventors Produce a Man-Propelled Flying Machine for Which They Expect Much—Has Not Flown Yet.

Whether or not the pedal propelled aeroplane is a possibility remains to be seen, and although inventors for years have been endeavoring to construct a machine of the sort, built upon bicycle principles, as yet none has proved practicable. However, a new pedal-propelled heavier than air machine has just made its appearance in England and the inventors are confident that they have solved the problem of the "man bird."

As will be seen from the accompanying illustrations the machine is of the monoplane type, and like all of that type, irre-

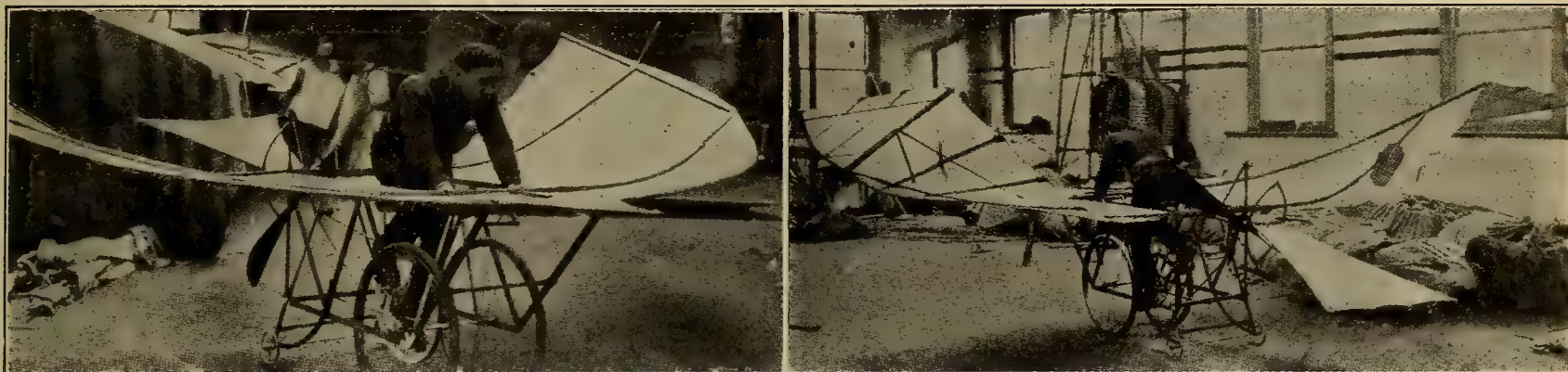
but the inventors shortly will make tests at the Brooklands track where it is possible to secure an incline of sufficient length to produce the velocity required to lift the machine from the ground.

It is quite interesting to speculate as to the ultimate outcome should the machine prove practicable, despite the fact that the chances are 99 to 1 against it. With a machine that costs no more than the present day bicycle, there would be no more cause for grumbling by those century grinders who use the Merrick road on Long Island as their favorite riding ground. With a cycle aeroplane the century fiends could rise in the air and by following the course of the Merrick road record the distance traveled just as easily as on land and not be compelled to breathe the dust raised by automobiles, or continually be in jeopardy. But what is the use? Until the time when a leg-propelled aeroplane shall have become a reality instead of the visionary dream of

EQUIPMENT FOR WINTER RIDING

Joys of Cycling Which Only Can be Conserved by Proper Provision—Sport Grows in Popularity.

"Nowadays, cycling can no longer be regarded as a purely summer pastime. Even those who do not favor the practice of winter riding themselves now refrain from expressing any surprise when others with more robust tastes indulge in a spin in the off season. Where winter riders once made their appearance by the score, they now may be seen by hundreds, and there is no doubt the taste for winter riding is still steadily growing. Nevertheless, the proportion of riders who make use of the machine at this period of the year can hardly be considered large, when we bear in mind the



FRONT AND REAR VIEWS OF CYCLE WHICH, PERHAPS, MAY FLY

sistibly reminds one of a giant bird just ready to take wing. The framework mainly is composed of wood, but the central bar on which the saddle is mounted, and some of the supports, are of light steel. The wings, from tip to tip, are 20 feet in length and 5 feet broad, their total area thus being 100 square feet. The tips of the wings are hinged and can be lifted up or down for steering purposes while in the air, the control being from the handle bar. The tail at the back can be raised or lowered in the same manner. The drive is by a wood propeller, 4 feet over-all, situated at the back of the rider and is capable at a normal pedaling rate of 600 revolutions per minute. A rawhide belt furnishes the transmission, an ordinary bicycle hanger and pedals being attached to a large belt pulley. It is geared $5\frac{1}{2}$ to 1. Two 28 inch bicycle wheels support the machine, backed up by two miniature wheels to preserve equilibrium while upon the ground. The machine complete weighs about 50 pounds.

The inventors are Druiff and Neate, two men who have been working upon aeronautic problems for years, and, of course, they think that in this new machine they have solved the problem of safe and sane aeronautics, by producing a vehicle that will be within the reach of everyone's pocketbook. So far the machine has not flown,

some inventor the century grinders will continue to grind out the miles on terra firma.

Why the Sultan was Deposed.

The real reason for the uprising of the Kabyles and the ultimate overthrow of the late Sultan of Morocco, Abdul Aziz, at last has been divulged. It was because the Sultan rode a bicycle and made his many wives do the same. At least this is the tall yarn spun by Lawrence Harris in his new book, "With Mulai Hafid at Fez." He quotes Abdullah el Moktah, who entertained the author at Fez, as saying:

"We did not like to see the money wrung from us to pay for useless toys and fearful machines, which run about with no animals to pull them along; we all know that they are but the instruments of the evil spirits. The story of how the wives of our Sultan were made shamed in the eyes of men by being forced to balance themselves on two wheeled things you call bicycles, which Allah knows is not possible and are not for true believers; how the foreigners watched from the windows to laugh and mock as they fell off. When the tribes, who were being bled for money—money—always money, for these unholy things, learned of this shame, then did they rise up and say—'Allah is One and Mohamet is his prophet! We will have no more of this.'"

numerical strength of the great cycling army, and though it is not to be expected that winter cycling can ever approach in popularity the summer phase of the pastime, there is no doubt that many only refrain from it because they have not taken an opportunity to give it a fair trial," says the Scottish Cyclist.

"Those who reside in the heart of a large town may well hesitate, when the roads are dirty, at the prospect of threading their way through the traffic and tramway-ridden thoroughfares which lie between them and the open country, but those more happily situated, who live on the outer fringe, have no such deterrent, and might well give the game a trial. When the frost king has the land in his grip, or when a cold dry wind has left the roadway hard and clean, then not even the city dweller need fear the journey before him, provided he is properly equipped for the purpose.

"He who proposes to indulge in all-round winter riding, first should see that he is properly equipped, for if he should foolishly make his trial trip mounted and clad as in summer, he will probably never wish to repeat the attempt. So far as the machine is concerned, complete protection from mud is absolutely essential, and a gear-case becomes a sine qua non. Thanks to our accessory makers, the most inefficiently pro-

tected bicycle may nowadays have its mud guards amplified to such an extent that one may travel over the dirtiest roads and scarcely show a speck of mud on one's clothing, but the plated parts of the machine will prove the bete noir of the winter rider, as a rule. The vaseline pot, however, will come to the rescue here, and a thin coating of this stuff, applied with a small brush to all the more vulnerable parts, will be found to work wonders in defying the ravages of damp. The handle bars and cranks may well be left alone, as these involve little or no trouble in cleaning after every ride, but every other part to the smallest nut, and the saddle springs, should receive attention.

"The rider's clothing should also be carefully considered, for there is much risk of catching a chill, and it is safer to travel with too much rather than with too little in the way of protection from cold. Our own plan is to wear a sweater over the waistcoat when the weather is really cold. This is easily removed when reaching one's destination, and as easily replaced when starting home again. A pair of spats to protect the ankles, and a pair of stout gloves of a loose fit, are also advisable, while the shoes should be of a more substantial character than those usually supplied specially for cyclists' use.

"Thus equipped, with the addition of a mackintosh cape and leggings, in case of need, the winter cyclist may defy all but the very worst of wintry weather, and he will find the experience not only enjoyable, but decidedly health-giving as well.

"In conclusion, one word of warning. When dismounted, do not loiter by the way, but get indoors promptly. Even in winter cycling is a perspiration-inducing exercise, and to stand about outdoors after a hard run is simply to court disaster."

Bicycle Polo on the Stage.

Bicycle polo, a game which when first introduced resulted in a staggering number of broken rims and torn out spokes, has been adapted to vaudeville purposes. As seen in the theatre there is a full contest between two competing teams, the Shamrocks and the Thistles. The game is played in a caged field with the goals in the corners, and the ball is knocked about by the riders flipping it with the front wheels of their machines, an action obtained by jerking the handle bars sharply to right or left. Spills and collisions are frequent despite the remarkable expertness and skill of the riders, and the fast play in the small space makes the contest brisk with close situations every minute. The spectators take sides, cheer, root and take issue with the umpire in a way that leaves no doubt about the interest created.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

AERIAL SIDESHOW MARS RACEMEET

Air Craft Refuse to Soar, but Good Racing Saves the Day—Long Marker Wins Famous Austral.

Melbourne, Dec. 20.—The austral meeting for 1909 concluded Saturday and as in the previous two years the committee introduced extraneous attractions in the shape of balloon ascents, parachute descents and aeroplane trials. At least 20,000 people were attracted the first day, but unfortunately the aeroplanes would not leave the ground, and the balloon ascensions went wrong. It is no wonder, therefore, that the public became disgusted and as a result

field well bunched, Hall, Lloyd and Harris led the profession. Harris then moved forward, challenged by Pianta, and a few seconds later Lloyd swerved into a flag post, bringing down Alpin, Eckhardt and Orlovski. The latter was carried to the hospital, suffering with concussion of the brain. Pianta, who had 210 yards, made his bid in the last lap, beating Harris, a 180-yards marker, by about four lengths, the latter leading Glencross, 200 yards, by the same distance.

Later in the afternoon Pianta won the Melbourne Bicycle Club's stakes handicap, which netted him an additional \$100—not a bad afternoon's work. The most exciting race of the afternoon was the one mile derby, a scratch affair. Herbert Nesbitt took the first heat from G. H. Horder, with Casper third. In the second heat H. Thomas defeated J. Gordon Walker by a narrow margin, Lloyd also qualifying by finishing third. Because of unfair riding the third heat was declared no race, and the fourth went to A. J. Davis, with A. J. Goulett second and J. T. Knox third. The final was won after an exciting race by two lengths with a fine effort by Davis to catch Nesbitt, who had made his jump on the backstretch. H. Thomas was third, two lengths behind Davis. The five miles motor paced match between Nesbitt and Finlay resulted in an easy victory for the latter.

Motor Car Picks up Two Cyclists.

Upon hearing the "honk-honk" of an overtaking automobile it often is the custom of cyclists and motorcyclists who are riding in groups of two or more, to separate to the two sides of the road and permit the motor car to rush between them, and, while accidents frequently result from this practice because the driver of the car in avoiding those on one side of the road sometimes hits those on the other, it is rare that so complete a demonstration of the dangers involved takes place as that recently given by two cyclists at Napa, Cal., when they participated in a smashup. They separated to let a fast car pass them on its way into town, but they did not separate enough for the big machine, which struck one of them on its right front mud guard and the other on its left and slammed both riders into the dirt. The bicycles were caught by the two front wheels of the car respectively and were demolished, while the motor car's steering mechanism was injured to an extent which made the big machine turn completely around in a distance of less than 15 feet. Harry Kimberlin, one of the victims, will be laid up for some little time with a wrenched knee, while his companion, Walter W. Herman, was badly cut about the face and body, and his clothes were torn to shreds. It is probable that in the future they both will follow the common and sensible rule of the road and when a car overtakes them will keep close to the right side, leaving plenty of room for the overtaking vehicle to pass them on the left.

Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

MORGAN & WRIGHT
DETROIT

only half the attendance was present the final day of the meet. To further add to the disgust of the public there was only one final run on the first day of the meet, the remainder of the bicycle events consisting of tedious and uninteresting preliminary heats.

Although the attendance was much smaller the racing on the final day of the meeting (December 18) was so much better that the disappointment occasioned by the balloon fizzles was to some extent offset. One balloon, just as it was about to go up, burst at the top, and the other also was found unfit for an ascension, and though some disgruntlement resulted, it was not sufficient to greatly mar the meet.

The bicycle racing was conducted upon a grass track, hence it may be surmised there was nothing sensational except the fall of four riders in the Austral final. This mishap occurred in the last lap but did not affect the result. The race carried with it a first prize of \$300, so it is not surprising that the scrambling for positions at the start was fast. After a mile had been traversed Colvin, 100 yards, hit the ground with a bump. At two laps to go, with the

FOGLER'S EXPERIENCES IN BERLIN

Rider in Six Days Grind Gives Spicy Side-lights on the Contest—Americans Signed for Paris.

Joseph Fogler, of Brooklyn, who, with E. F. Root as his partner, finished fourth in the Berlin six days race this month, arrived in New York City aboard the Crown Prince Wilhelm Wednesday last, 19th inst. He was accompanied by Mrs. Root and by his trainer, "Jack" Neville. Root is remaining abroad to compete in a paced race at the opening of the new Velodrome D'Hiver, Paris, tomorrow, 23d inst. Fogler had lots to say concerning the German grind, and as usual, his remarks were interesting.

"The race was a cinch," began Fogler, by way of introduction. "The only kick I've got coming is that they robbed Root and me. Now listen," Fogler hastily interjected, "don't say anything about it in the paper, because people will just say that we are sore because we didn't win. That isn't it, at all. Wait until you see Rutt, Clarke, or Macfarland, and any one of them will tell you the same thing.

"On Wednesday night they penalized us a lap for not making a pickup properly. We did not kick so much because of that because it was impossible on the poorly constructed track, but later in the week they soaked us four more laps. Root got a puncture and dismounted, and before I could get on the field had gone four laps. Later when the hour score went up and I found that we had been set back four laps, naturally I made a holler. The excuse the referee gave was that although Root had a flat tire he should have ridden around slowly until I came on the track. Any fool knows that he would have gotten a fall had he attempted such a procedure.

"However, I am not kicking. I came back with a bunch of money, and will not have to ride again for some time if I don't feel like it. The race was dead easy for those of us who had ridden in New York because we knew how to take care of ourselves. Why, the German and French riders nearly all quit early in the race. They had a streak of yellow in their backs a yard wide. Still, I don't know that you can blame them because they didn't know how to take care of themselves. Imagine riding four hour stretches on a piece of bologna and a pint of rhine wine, and then spending an hour in the bath tub!

"Another thing they put up with that we experienced riders did not permit, was to submit to medical examination every time they came off the track. The place was full of noted doctors all wanting to make tests. Think of riding four hours and then spending an hour or so letting a doctor thump you. Nothing doing for Joe Fogler! We had to throw two or three medicine men out of our camp.

"The race was a big success, but I do not think the promoters made a fortune as the expenses were heavy. Rutt and Clarke, of course, made the most money. The first prize was \$1,250, while they got \$400 apiece from the bicycle manufacturers and \$160 apiece from the tire company they represented. Rutt's bonus money was \$400 a day, while Clarke got \$200 a day. Besides this there was lots of extra money handed out by admirers of the respective riders.

"Of course, Rutt was the great hero of the occasion and he will make a big bunch of money next season. It will be a good year for sprint riders in Germany, for with Rutt being able to compete, the promoters will have to get talent to go against him."

When asked if he intended to ride in the Paris and while there saw Durand, the week in March, Fogler said:

"I am not sure yet. I spent five days in Paris and while there saw Rurnad, the manager of the new winter track. Since I got back I signed Fred Hill and Peter Drobach for the Paris race. Durand told me that Macfarland and Moran practically were assured. Root and I may ride if they come to terms. The track measures about six laps to the mile, so it would be practically impossible for one team to gain a lap unaided. The track has been built for a speed of 60 miles an hour, so I guess they will have some fast motor paced races before the winter is over."

Death of D. B. Burnet, Kramer's Friend.

"The death of Dillon B. Burnet, loyal friend and adviser to Frank L. Kramer, will prove a severe blow to the champion," writes J. P. Norton, in the Newark (N. J.) Evening News. "Mr. Burnet was more of a father than a friend to Kramer. Having lived with him ever since his boyhood days, Mr. Burnet fairly worshipped the champion. He fought his battles on the cycle track and he advised him what to do when matters of importance came up. And Kramer accepted his advice and followed it to the letter. If Mr. Burnet stuck by Kramer, Kramer surely stuck by Mr. Burnet. They apparently saw things in the same light and their thoughts ran in the same channel. There was an inseparable fondness between the two and it was freely commented upon by riders and patrons of the game with whom the two came in contact. Mr. Burnet was a familiar figure at all the cycle tracks at which Kramer performed. His interest in the champion was so keen that he suffered great mental strain during contests in which Kramer took part. He had a fine character and was universally liked by all who knew him. It was the general belief that Mr. Burnet was Kramer's uncle, but this was not so."

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GREENE'S SINS ARE WASHED AWAY

F. A. M. Competition Committee Nullifies Outlaw's Transfer—Charges Against Chairman to Follow.

Having aroused the sympathy of several F. A. M. officials and convinced the chairman of the F. A. M. competition committee that he is not only a very innocent, but a very much abused young man, Guy M. Greene, of Boston, Waltham and Chicago, is once more an amateur. Mere reinstatement is not his portion, for the judicial mind which guides the competition committee has declared that of right he never was a professional. It required some astonishing mental legerdemain and violent stretching of F. A. M. rules to reach this decision, which, however, but serves to prove the truth of the proverb, "Where there's a will there's a way."

Greene probably was the leading light of the New England outlaw movement which grew out of a disputed referee's decision, which movement never extended far beyond the confines of Boston, Mass.; it really never was of serious moment, and was more amusing than otherwise.

The man involved in the dispute in question was C. F. Libby, a professional cyclist, who had turned motorcyclist and who was in the employ of a motorcycle manufacturer. Later Greene also entered the employ of this manufacturer and it was while so employed that he several times competed against his professional fellow-employee, in every case doing so at an unsanctioned meet. Both men, and several others, openly defied the F. A. M. and its authority and laughed at its rules.

For competing with Libby, Roland Douglas, then chairman of the F. A. M. competition committee, declared Greene and the other offenders to be professionals, and as they had competed at unsanctioned meets they automatically suspended themselves. The suspension of but few of them ever has been lifted.

As is usually the case, the outlaw movement spent itself and left a number of repentant sinners on the shoals. Greene, who meanwhile, had removed to Chicago, was of the number. He had the effrontery to enter the F. A. M. endurance contest of last year and, although a vigorous protest was made, he was permitted to compete. The present chairman of the F. A. M. competition committee, who also was a competitor in that event, declined to take action, claiming lack of information, although R. G. Betts, former president of the F. A. M., and B. A. Swenson, then secretary of the Eastern District, who were fully acquainted with the details, supplied the needed information.

Following that event the chairman in question invited Greene to apply to him for reinstatement, despite the fact that the

F. A. M. rules specifically state that "No professional shall be reinstated as an amateur except by unanimous vote of the members present at a regular meeting, and that no application shall be considered from any rider under suspension or charges."

Although the act of accepting cash, or competing against a professional, of itself automatically professionalized the man so involved, the F. A. M. chairman justifies his over-riding of the rule on the ground that Greene was declared to be a professional not by the competition committee, but only by the chairman thereof, and also because Greene had not been personally notified or supplied with information concerning his right of appeal.

Greene himself supplied the usual affidavit that he had never knowingly competed for cash or against a professional, and this, despite the fact that he had competed in an automobile race in which cash prizes usually are offered, and that on at least two occasions after the news of his professionalization had appeared in print he again had entered to ride against Libby. In one instance, the event was included in an automobile club's program and when the F. A. M. explained the state of affairs to the American Automobile Association, and called on that body to enforce its alliance, the event promptly was eliminated. In the other instance, Libby appeared at an outlaw meet at which E. L. Ovington, ex-president of the F. A. M., happened to be present, and when he remarked Libby's presence, and pointed out the situation that would result, Libby discreetly disappeared.

Meanwhile Libby had appeared on a bicycle track near Boston in the role of pace-maker for James A. Moran, a professional cyclist. The manufacturer who employed both Libby and Greene exploited this fact, and the F. A. M. called on the National Cycling Association to enforce its alliance, and Libby's activities in Moran's behalf promptly ceased.

Despite this mass of evidence, the present chairman of the F. A. M. competition committee, who has declared that he possesses a judicial mind, holds that it is impossible for Betts, Swenson, or anyone else to be able to know that Greene knowingly competed against a professional—a ruling of the sort that would put an end to courts, judges and juries.

To add interest to the state of affairs, Greene, while his case was under investigation and his "appeal" pending, again competed, this time at Libertyville, Ill. No notice of this infraction ever was taken.

When the effort to restore Greene first was undertaken and the methods by which it was to be accomplished became plain, Mr. Betts let it be known that he would put their legality to the test. Since Greene's restoration has been achieved Betts has indicated that the test will take the form of preferment of charges against Thornley for conduct prejudicial to the interests of the F. A. M.

"It will require that nine other members

join with me in filing the charges," said Mr. Betts, in making known his intention, "but I think there must be enough of them sufficiently interested in the future welfare of the F. A. M. to lend themselves to an effort to discover whether the rules of the F. A. M. mean what they say or whether facts can be changed and the rules set aside at will or whenever desire exists to nullify them by resort to technicalities. Thornley and Greene are mere names in the matter; any others would serve the purpose. The precedent involved is a vital one and if the procedure in the Greene case is held to be legitimate, it is just as well that the fact be established for the benefit of future administrations. If the precedent is declared to be legal, the F. A. M. constitution and its competition rules will stand for nothing, for any official or any committee can find technicalities when they seek them and they will be able to turn the organization upside down whenever the whim or anything else seizes them. For instance, there will be nothing to prevent a succeeding committee from reversing the action of the present one in the case of Greene himself."

Champion's Cocktail Coupons Popular.

There was one booth at the Madison Square Garden show last week that had a crowd around it as soon as it became noised around that unusual souvenirs were being dispensed. It was the accessory booth of Albert Champion, the once famous pace follower and motorcycle rider, who now is making ignition apparatus in Michigan. Champion had secured the services of his friend, Charles Vanoni, the Italian six days rider, for the week, and between them and J. B. Martin, the restaurateur, an advertising scheme was evolved that caused the narrow areaway in front of the booth to become congested upon several occasions. Champion and Vanoni gave away little cards, the presentation of which at Martin's cafe would be honored with a "Salome cocktail" without charge. Of course Champion did not have to pay for them and Martin was only too glad to give the tickets as it drew a lot of trade to his cafe. The real loser was the man who received one of the tickets, as he was pretty sure to purchase one or two additional drinks after receiving one gratis.

Syracuse Clubmen Eat and Elect.

Following a banquet at the St. Cloud Hotel last week, at which some 50 members and guests sat down, the Syracuse (N. Y.) Motorcycle Club members adjourned to their quarters in the Hendricks block and held their annual election of officers for the ensuing year, which resulted as follows: A. V. Brewster, president; Fred Walrath, vice-president; J. M. C. Gillespie, secretary; Harry F. Cook, treasurer; George W. Fenner, captain; George T. Lockner, first lieutenant; Percy Owens, second lieutenant; Harold F. Turner, clerk; board of directors, George W. Sparks, Jr., Claude Scott, E. L.

Martin and H. F. Turner; racing board, George W. Fenner, F. W. Cook, James Fynmore, George L. Reed, A. H. MacGraw and William Manders. The treasurer's report showed a balance in hand of over \$100.

"Rabbit Stew Repast" in Yonkers.

Combining a "rabbit stew repast" and the annual election of officers, the Yonkers Motorcycle Club, of Yonkers, N. Y., held a session on the 4th inst., which resulted in the choosing of the following officers: Thomas Lyon, president; Charles Reese, vice-president; C. P. Rogers, captain; Joseph Watson, lieutenant; Garry Cochrane, secretary and treasurer; L. Seeley, chaplain; E. J. Loud, chef; Ellis Nathan, stove polisher; Walter Schulmann, bugler. The numerous rabbits elected for the stew were given a short term of office, terminating with their entire consumption.

Unlisted Professionals Spoil Beefsteak.

The smoker or beefsteak dinner of the Metropolitan Association of Motorcycle Clubs, which occurred in a New York establishment on Friday night of last week, was largely attended, the crowd being greatly swelled by the presence of many of those doing duty at the Madison Square Garden show. The affair was disgraced, however, by the performance of two professional females, the nature of which cannot be even hinted at. Not all of the assemblage remained to witness it.

Brooklyn C. C. of Baltimore Election.

The Brooklyn Cycle Club of Baltimore, Md., at its semi-annual election of officers last week chose the following: President, J. Fred Huber; vice-president, Alfred J. Baker; financial secretary, J. Fred Huber; recording secretary, George W. Rogers; treasurer and racing manager, John T. Mangum; sergeant-at-arms, George W. Rogers; captain, G. Rogers; color bearer, A. J. Baker; first lieutenant, John W. Webster; second lieutenant, Edward Dorschell.

Three Times 500 Race in Prospect.

Providing sufficient entries can be secured the Springfield (Mass.) Motorcycle Club will hold a novel contest at the three laps board track in that city on Decoration Day, May 30th. It briefly is described as a race of "500 miles in 500 minutes for 500 dollars." As it will be an amateur race, cash, of course, will not be given, the \$500 being expended in diamond prizes. It is proposed to limit the starters to ten.

Fresno Club Chooses Officers.

Meeting for the first time in their new quarters in Chance Hall, 1139 I street, last week, the Fresno (Cal.) Motorcycle Club elected the following officers for the ensuing year: W. J. Mitchell, president; Dr. E. J. Couey, vice-president; Martin Lauer, secretary; Edward Wrought, treasurer, and George Wood, captain. The club will observe its first anniversary on the 25th inst. with a banquet.

CORRESPONDENCE

Mingles Revenge with His Hopes.

Editor of the Bicycling World:

I feel very much like I ought to belong to the "brotherhood" that is interested in bicycles and motorcycles. I am a bicycle rider, and to my sorrow, I am a has-been motorcycle rider. I am one of those people who, being interested in the motorcycle, went so far as to long for one, but unluckily for myself, I made the selection according to my own judgment, and I got so badly "stung" that the only relief that I could get was, after riding a year or so, to sell the machine for about one-third the cost. Since then I have not been the owner of a motorcycle.

I believe in the motorcycle. I talk it to my friends—i. e., my lady friends—who think they're horrid, and many a one I have convinced that the motorcycle is not what it is generally supposed to be—especially around here—but is a good vehicle for one—possibly two—and useful in business, pleasure, etc.; that it does not make an unpleasant noise except when unpleasant riders open the mufflers, and I have even done what is quite common elsewhere, taken for a ride one or more of my friends, on the bar or on tandem seat.

But I was so badly stung on my machine, and also by the makers, who made out an elaborate contract with me as exclusive agent for a certain territory, and within a week shipped a machine to a man living within four blocks of me, also making him some kind of a representative. For a time I thought of applying to you for a quarter-page—yes, maybe a full page would I take, and I would proclaim as from the house-tops the name of manufacturers and the way they had treated me and the poor machine their "the best in the world" proved to be—but I not injudiciously refrained from applying to you for space for something that you most certainly would never print.

So I covered up the flame of my desire for revenge and expect to keep it covered up—I ought never to stir it up—but maybe I will sometime when I go to the Windy City, and then I will hunt up some one and tell him what I think of him—maybe. I would probably make a fool of myself and be put out of the office by the porter.

So I smothered my revenge and I have been just enjoying since reading how other people have a good time on their motorcycles.

When I get to be a rich old plutocrat instead of yachting, or automobiling, or doing any of the extravagant things that might then be the style for the plutocracy, I am going to get me a few—or more—motorcycles and I am going to motor all over the earth—and maybe part of some other sphere.

I would modestly like to ask you not to print this over my name without my permission—I guess I needn't fear that this

—either in its entirety or abridged—will ever be sent to the press room when they "holler" for more "copy." Also I would like to have you send me a few more copies of your paper.

Thanking you for past courtesies and hoping not to merit any very large amount of your displeasure at having to read all this (you see I'm taking for granted that you are actually reading it), I beg to remain always interested in bicycles and motorcycles,

Yours very truly,

A. KANSAN.

Knows Many Motorcycling Hunters.

Editor of the Bicycling World:

In one of your recent issues I notice an account of a hunter in Mexico who used a motorcycle in which you say that he was the first hunter to come forth with a photograph showing him with all his paraphernalia, etc. This may have been the case, but



I am pleased to enclose a picture that was taken two years ago, and it is not a stage picture either, but one taken right in the jungles.

Your article would indicate that motorcycles are used very little for hunting, but here is where I disagree with you. I will admit that the general public does not become as well acquainted with such facts, as it would with most any other stunt that the two wheeler might be used for, but it is due to the fact that after a hunter is loaded with his gun, shells, extra clothing, and lunch, there is no place left for the camera.

A number of us have been using motorcycles regularly on our hunting trips since 1906 and we would not think of going back to the horse and buggy when the roads will permit. In fact when the roads are not fit for the two wheeler we prefer to stay at home and wait for another time.

The great disadvantage of the motor wheel is the lack of carrying capacity for the dogs. The last two seasons we have joined with friends having an automobile and they carry the dogs and extra baggage. This rounds out the equipment and makes it the ideal way to make an excursion into the wilds.

Fortunately the roads are the very best during the hunting season, while at almost any other time of the year the best hunting grounds would be very hard to reach.

As it is, our friend with the automobile finds he is no match for the boys with the motorcycle in the rough country.

LEWIS DODGE, Monroe, Wis.

Gearing for Home Trainer Dial.

Editor of the Bicycling World:

I have a home trainer with 6-inch rollers, and would be much obliged if you would inform me through your paper what size pulleys I would need to have the dial turn four times to the mile.

PERPLEXED, Brooklyn, N. Y.

[If the hand on the dial is to record quarter miles, it will be necessary for it to make one complete revolution for every 84.0764 revolutions of the rollers. To secure this ratio by means of belts and pulleys alone would be rather awkward. It would require a 2 inch pulley on the roller belted to a countershaft carrying two sheaves turned out of the same block, one of the sheaves, or grooves, being $18\frac{1}{4}$ inches in diameter, and the other $2\frac{1}{2}$ inches in diameter. The pulley on the back side of the dial then would have to be 23 1-32 inches in diameter. With this arrangement two belts would be required, one running from the roller to the larger of the two countershaft sheaves and the other from the smaller sheave on the countershaft to the dial.

If it were possible to employ two countershafts instead of one, the pulley on the roller could be 2 inches in diameter, and that on the dial, 13 23-32 inches in diameter. The two countershaft pulleys, each having two grooves, would be exactly alike, and would have large and small diameters of 7 and 2 inches, respectively. In connecting them up, the three belts which would be necessary, would be led from the smaller to the larger pulley in each case.

In making the pulleys, the grooves should be turned deep enough to make the diameters given those of the circles on which the belts run; that is to say, for very light cord, the grooves would not be so deep as for heavy cord. It is not possible to make such an arrangement very accurate, and it would be better to use two pulleys of the same size, or nearly so, and to make the reduction by means of worm gearing, which would have to be made for the purpose. For a cheap and simple device, an old fashioned bell cyclometer, rigged on the rear forks, should do as well as anything else.]

Police Dog Proved Too Efficient.

It is all very well to have police dogs for criminals, but it is quite another thing to incite a dog to attack a cyclist, as a police sergeant of Magdeburg, Germany, has learned. The sergeant, whose name is Schuckert, was fined 100 marks (\$25) for having caused his dog to seize and bite a cyclist whom he had twice called to stop. The cyclist was riding at night without a lamp, and the dog, incited by the sergeant, pulled him from the saddle and bit his leg in two places. The cyclist then had the policeman arrested.

PART PLAYED BY THE PACEMAKER

One of France's Most Successful Men Talks of His Work—How to Obtain the Best Results.

That the pacemaker plays as important a part as the pace follower, and sometimes even more, generally is conceded, for a second class rider can shine behind a first-class pacemaker, but a world's champion may soon lose a reputation if handicapped by a second-class pacemaker.

When Louis Darragon was the world's champion he had the services of Andre as pacemaker and the latter pulled him in front so many times at the Velodrome D'Hiver that he considered he should have a larger percentage of Darragon's winnings. Darragon, however, thought otherwise, and the best combination on the track came to an abrupt end.

Andre finally fixed up with Parent, at that time a second-rate rider, without any championship honors or records to his credit. The result was soon apparent. From a mediocre position Parent suddenly loomed high on the racing horizon. Andre was tickled immeasurably when Parent first defeated Darragon, and later in the season had cause for exultation when Parent won the championship of France, which Darragon previously had held, and also the world's championship, the highest honors possible for him to obtain.

In view of the fact that the pacemaker plays such an important role, the following translated interview with Andre, is interesting:

"To begin with, of course a good, reliable and powerful motor is indispensable," said the noted pacemaker, "but to secure the best results it requires much attention. On an average I spend at least a couple of hours per day on my motor, as after racing and training it is always advisable to overhaul and clean the machine. The day before a race I make it a special point of testing everything possible, paying particular attention to the tires. It is a mistake to attempt to economize in motor paced racing, as both life and livelihood depend upon it, and, therefore, whenever I am in doubt as to any part of the machine being liable to cause trouble or any accident, I replace it with the best that it is possible to procure. There is nothing to beat a reliable engine, even if it is not speedy, as one that will go through a race without a hitch of any sort will always get well placed. If the engine is both speedy and reliable, then with a good man you can always reckon yourselves favorites by finishing first more often than second.

"Undoubtedly, the greatest difficulty the pacemaker has to contend with is the maintaining of steady running at all times. Taking it for granted that the machine is timed perfectly to ensure the engine running

smoothly, the biggest enemy to contend with is wind. Immediately a trial spin is taken before the race it is very essential to gauge exactly the place where the wind strikes the machine behind, and also where the action is reversed. Controlling the speed of the motor by twisting the handle, the machine can be slowed or advanced at these critical points. The amount necessary is a matter for the operator's judgment. A similar result can be obtained by having a perfectly fitting band brake and applying this on that side of the track where the wind strikes the machine behind, releasing it at the opposite point. The former method, however, is preferable as there is less danger of throwing the follower off the roller.

"Perhaps one of the most expert and advantageous features is the art of getting your man off first and obtaining the lead. Inside position in motor paced racing is a great deal more valuable than many people imagine. As a rule, the rider that gets well away first often leads for the first half of the journey, and then, if he is good enough and is free from tire troubles or motor mishaps, he has a good chance of scoring. Some riders can always make better progress when in the lead, and as there are generally one or two riders behind, anxious to pass in the early stages of the race, they can be given some very hard and tiring work by holding them on the outside and racing them round the bankings. To get a rider away first a perfect foot brake is advisable, always taking it for granted that the motor is well tuned. Immediately the word is given 'Go,' with handle bar acceleration the machine can be pushed into full speed very quickly. By darting up on the outside of your man, switching off, and heavily applying the foot brake, your man can be 'hooked on,' and it is then the judgment of the operator to switch on again and have the motor retarded to the exact speed of the pace follower.

"By gently twisting the wrist, which advances the engine speed, the rider can be gradually drawn to his full speed. A good pace maker is able to glance over his right shoulder and watch his man without in the least deviating from his course. Although it is a pacemaker's special duty to know the man he is pacing, as regards his capabilities both as to speed and stamina, it is always necessary to take frequent glimpses, for if a rider gets dropped and the motor gets right away, a couple of laps are lost before coming into action again. It is also a valuable asset to know the peculiarities and abilities of one's opponents, both pacemakers and riders. Some of the pace followers are very speedy and can jump by like a flash after nursing themselves for several laps, so it is always well to be on the guard for such riders and be ready to quicken the pace at the critical moment. Nothing is so discouraging to the rider as to try and take him past a rider and fail, so it is never wise to try to pass except when opportunities are favorable, unless, of course, the end of the race is nearing, while manouvering

on the bankings should be avoided as much as possible.

"A motor pacemaker must be possessed of good eyesight and have iron nerves, as traveling round a track at 50 or 60 miles an hour, with two or three opponents endeavoring to get the best of the deal, is no mean order. Then one must be as cool as ice, otherwise the lives of many persons are in danger."

Andre, by the way, is a great believer in and supporter of the new pacing regulations, stipulating that the rider should be 20, 30 or 40 centimeters behind the rear wheel of the pacing machine, according to the safety of the track. Apart from the reduction of danger, racing under such conditions is more genuine, according to this pacemaker.

When Valve Springs are Too Strong.

Twin cylinder engines which are fitted with automatic inlet valves frequently develop periods of late starting in one cylinder, which does not commence to fire until the machine has traveled several yards, and while this condition may be due to one or more of several causes, among them a gummed valve or poor compression, it usually is due to one inlet spring being stronger than the other, the valve with the weaker one being the first to open. Generally the difference in spring tension can be found by depressing both springs simultaneously with the fingers, or if this is not satisfactory, by removing the valves but leaving them in their cages and pressing the ends of the stems together; the first to open has the weakest spring.

To remedy matters a coil at a time should be clipped from the stronger one to bring it to the same strength as the other, a test being made after each cutting and it is best not to take off too much at a time as the spring is apt to be weakened too much. A good way to match a pair of springs for the same strength is to place them on a scale and note the number of pounds pressure required to compress each a given distance; the more equal in tension are the springs the smoother and more regular will be the running of the engine. If both springs are very strong the engine will be very hard to start, while if they are too weak popping in the carburetter will result, so that a happy medium should be striven for if the best results are desired.

Why Twine is Worth Carrying.

A small roll of twine is a handy thing to carry in the toolbag, and often will prove its worth. It may be used to lash a secondary wire to a plug if the terminal snaps and the cable is none too long; a lost nut may be replaced temporarily by wrapping the end of the projecting bolt with it, and a nut which is loose on the threads may be securely fastened by winding a few strands of twine around the end of the bolt. Leaky gasoline connections also may be rendered tight by packing with twine soaked in shellac.

You Can't Rack This Frame

It's built on the principle of a truss bridge. It secures the maximum rigidity with minimum weight. Saves the rider's power and the wear and tear on all running parts. "Trust the Truss." The same care and thought has been put into every other detail of the Iver Johnson bicycle. Send for 1910 Catalogue. It explains more in detail about the various models, and it shows you why dealers agree that the Iver Johnson is the best seller on the market.

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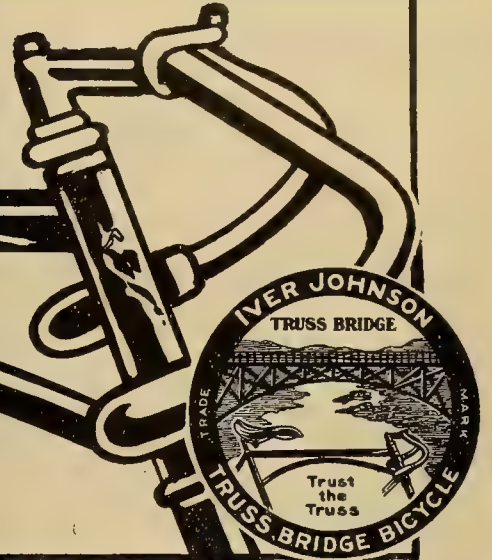
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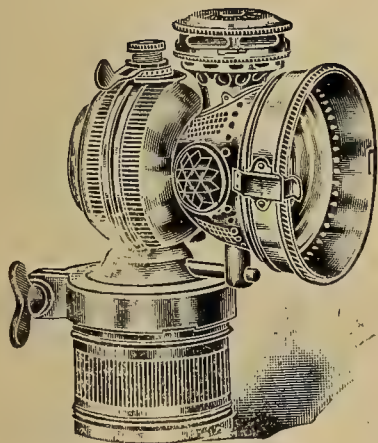
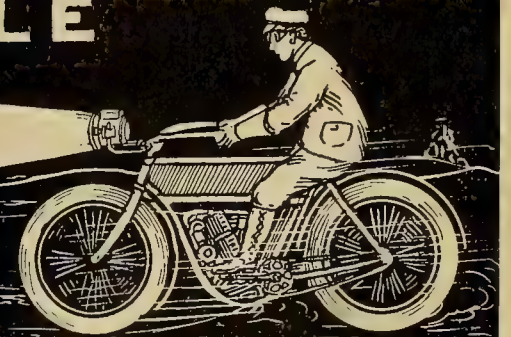


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20TH Century


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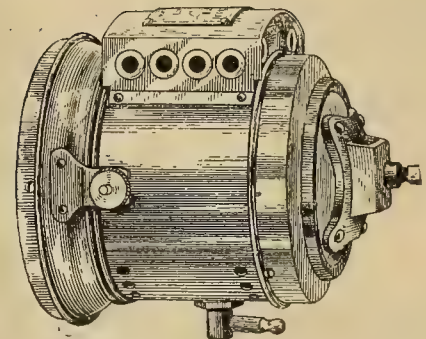
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fit EVERY make of
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19 Warren St., NEW YORK.

RECENT PATENTS.

928,928. Motor Attachment for Bicycles. Gottlob Belz, Detroit, Mich. Filed Aug. 17, 1908. Serial No. 448,906.

1. The combination of a bicycle, with a motor adapted to be detachably secured to the bicycle frame, a rotatable member adapted to be secured in rolling contact with a tire of the bicycle, a friction clutch having a set of drive members positively coupled to the motor, a set of follower members each in frictional engagement with a drive member and means adapted to detachably interlock the rotatable member with one or more of the follower members, and means positively coupling the motor and clutch drive members.

930,724. Carburetter. Harry H. Boore, Los Angeles, Cal. Filed June 17, 1908. Serial No. 439,064.

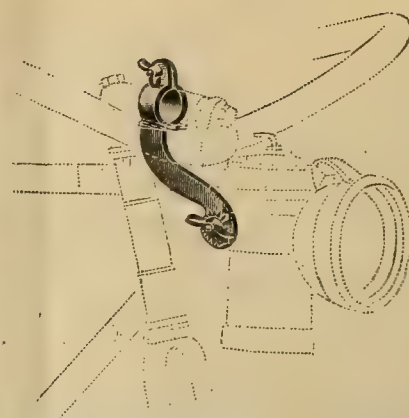
1. A carburetter comprising a body formed with an air passage, a fuel supply means having an outlet in said air passage, a fuel valve extending in the air passage and movable relatively to said outlet to open and close said outlet, a mixture outlet connection, and a rotary air valve controlling communication from said passage to said outlet connection, said air valve provided



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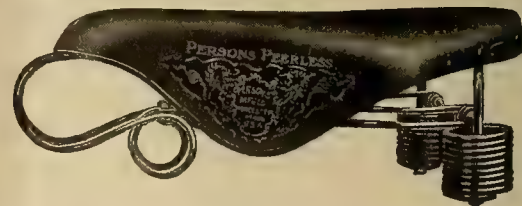
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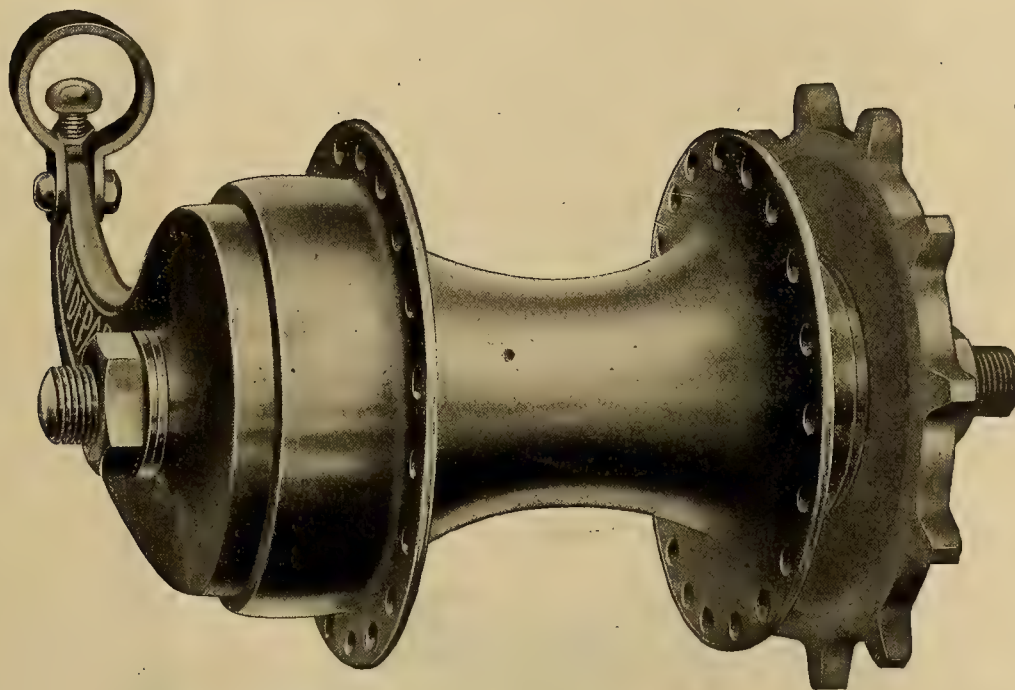


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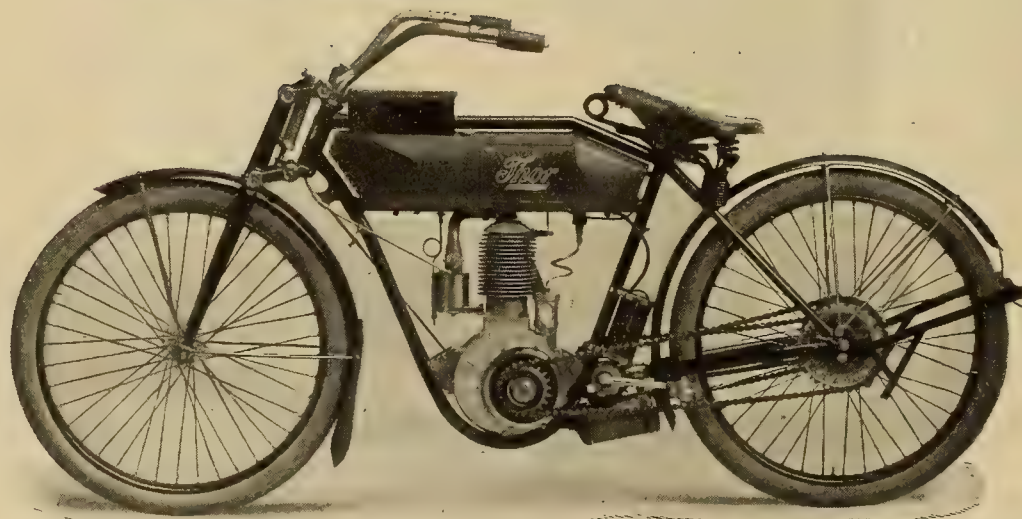
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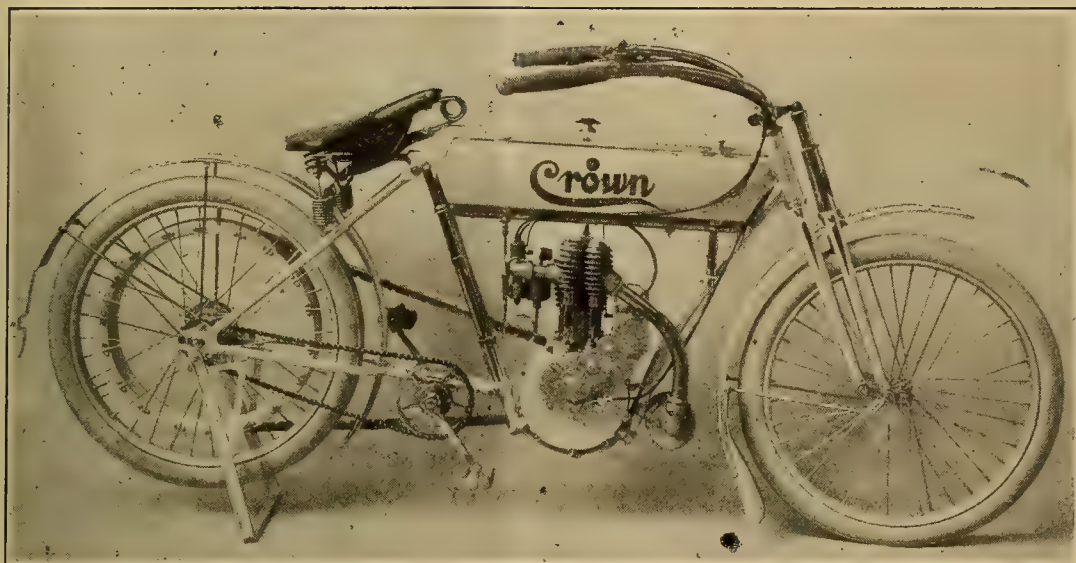
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V-belt transmission, with Eclipse free engine pulley; magneto ignition.

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Wide mud guards. Stand. Large tire pump.

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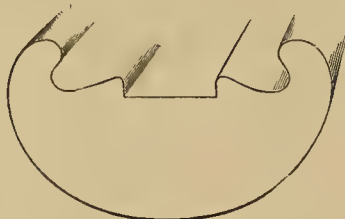
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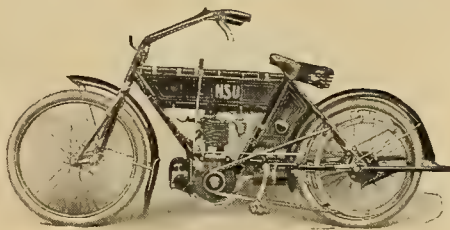
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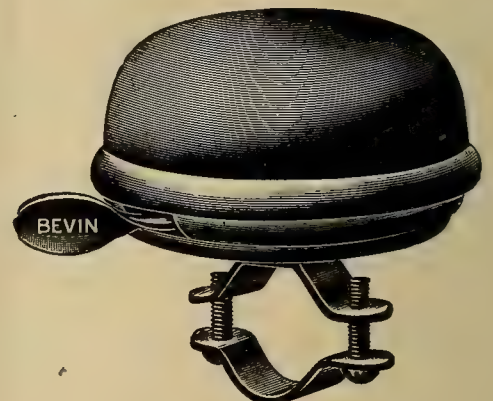
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Among the motorcycles which have Bosch magnetos as part of their 1910 equipment are the following:—

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You, too, can do this. You can please *your* customers just as they do by selling a tire that will *save* your customers money—the Pathfinder Non-Skid Extra Heavy—and your satisfied trade will give you more business—send you more business.

Study these noteworthy superiorities of this tire.

It has all the matchless construction of our regular Pathfinder tire with two extra layers of the closest woven Egyptian fabric possible, and a special corrugation that makes skidding impossible even on rain-wet asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made.

All the fabric used in the Pathfinder Non-Skid Extra Heavy is of the famous Goodyear special closely woven Egyptian kind. A strip one-inch wide has a tensile strength of 150 pounds, while that of common muslin used in ordinary tires is only 40 to 60 pounds.

No "Junk" Rubber in This Tire

Not one ounce of "reclaimed" rubber resurrected from the junk pile—old, worn-out tires, overshoes, etc.—are used in the Pathfinder Non-Skid Extra Heavy. Nor do we use "Borneo" or "Guayule," such as many ordinary tires are made of.

Every ounce of rubber in a Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire is the finest grade of new Para. The most expensive rubber on the market today. Cheaper grades would cost less—but the tire would not give you service.

Send for a sample section and just examine the cover—you never saw a tougher one. Yet the tire yields and springs in your hands. The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the utmost in wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, it is so constructed that *lasting repairs* can be made easily by either plugs or vulcanization. If we are not represented in your town, grasp your opportunity to make more money—by getting in line with these more than 600 dealers *who know* how. Don't delay, but get after this business *now*.

The Goodyear Tire & Rubber Co.
Moal Street, Akron, Ohio

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White Tread Motorcycle Tires

on your machines for the coming year.

1st. We will use in their construction a new tough, white, resilient cover stock with wearing qualities which have never before been approached in motorcycle construction anywhere at any price.

2nd. We will use lots of it. Our treads will be fully 50% thicker than last year, giving a proportionate increase in puncture resistance and length of service.

Any manufacturer will be glad to equip them. It will mean money in your pocket if you instruct yours to do so.

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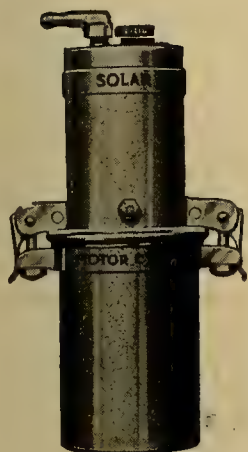
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But see to it that your machine is fitted with the new SOLAR motorcycle lamp and generator. That is the one outfit that will make your night riding safe. Ask any rider who has one what he knows about the Solar. It's dollars to cents he can't be induced to use anything else. Do you feel the same way about your present equipment?



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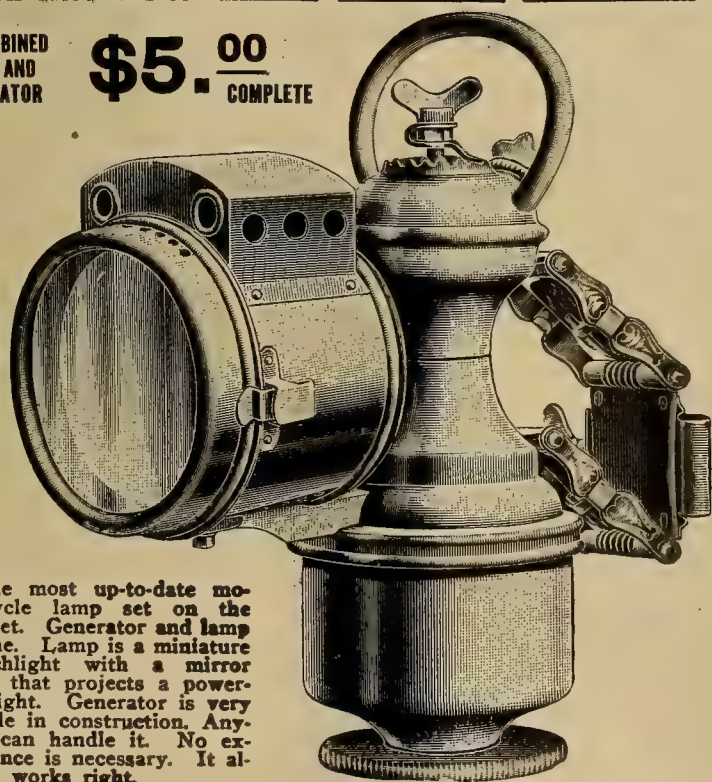
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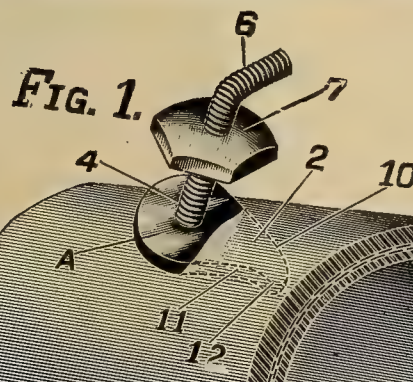
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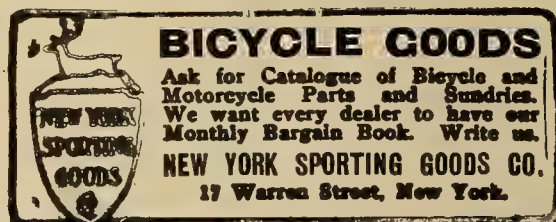
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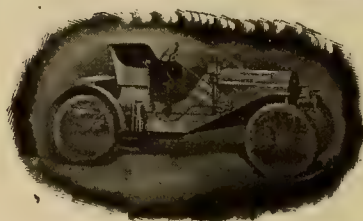
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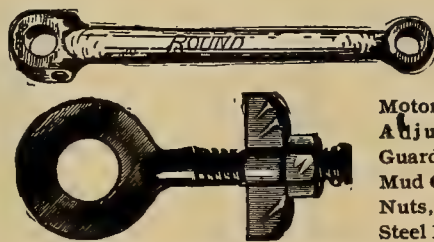
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SPLITDORF Motorcycle Plug

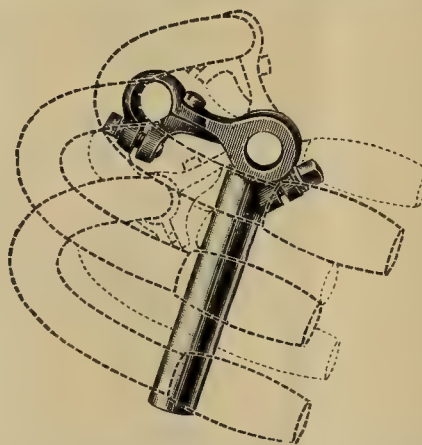
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It is the best because it is made especially for Motorcycle work, and as such it has been adopted by the foremost motorcycle makers of America.

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ADJUSTABLE
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long ago proved that they have no equals for either

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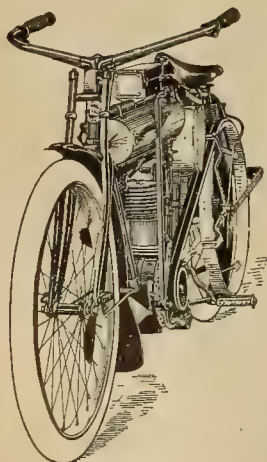
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where they will, but so far as tires are concerned they will seek in vain for anything that offers such value as the

KOKOMO TIRES

It is a

Remarkable Fact

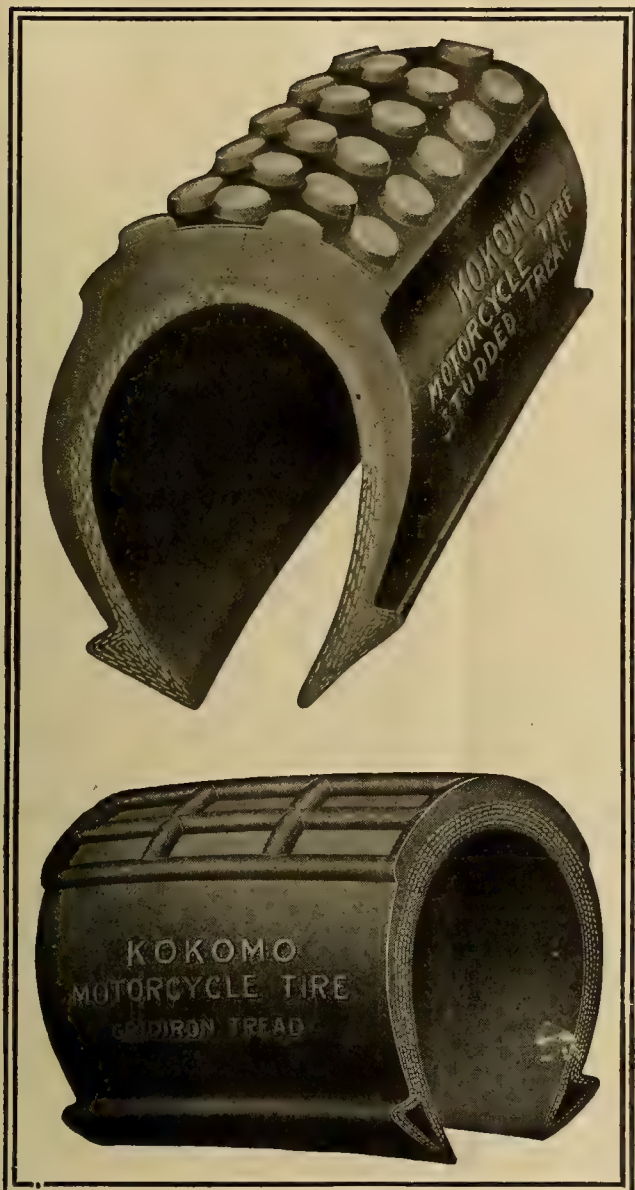
that Kokomo tires really were responsible for "improvement in the breed" of motorcycle tires. They so quickly and so signally demonstrated their superiority and thereby caused so much comment that other tire makers were obliged to "take notice" and they since have been endeavoring to

bring their productions up to the new standard set by the Kokomo. But the Kokomo formula is all our own and it is one of the big secrets of Kokomo durability and worth.

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Any manufacturer will be glad to equip them. It will mean money in your pocket if you instruct yours to do so.

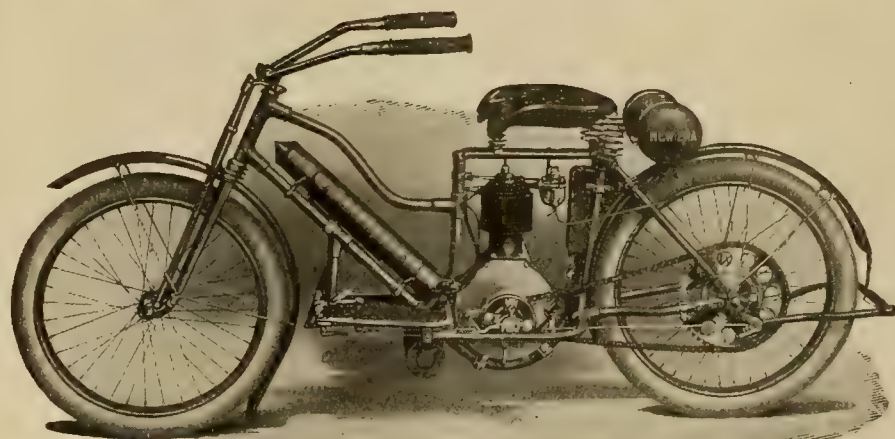
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REAL PRACTICABILITY AND COMFORT

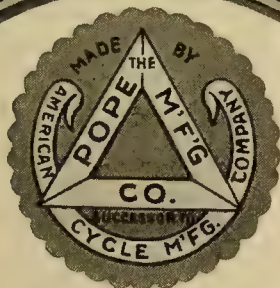
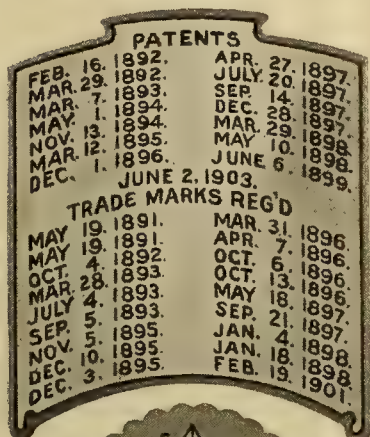
Its long, low frame and spring suspended, upholstered form seat and footboard (instead of pedals) make it available for all ages and sizes and conditions of mankind; its two-speed transmission makes it the master of any and all hills and renders possible the slow pace so necessary to safety and comfort on rough country roads and crowded city streets; its free engine (started by a crank like an automobile) makes it possible to start anywhere from a standstill and without even "jacking up" the machine. Lots of these ideas are being and will be copied, but don't you pay for manufacturers' experiments. You don't have to do so when the New Era offers them in perfected form.

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➡ This Pope Trademark on a bicycle removes all doubt from the mind of the purchaser. It represents the accumulated experience of over 30 years of high grade bicycle manufacturing. Its value to the dealer is incalculable. Many thousand times a year it means the difference between making a sale and not making it.

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THE POPE MANUFACTURING COMPANY, Hartford, Conn.

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The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

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USERS KNOW

Diamond

MOTORCYCLE TIRES

Los Angeles, Cal., Dec. 10, 1909.

DIAMOND RUBBER CO., Los Angeles, Cal.

Gentlemen:—I take pleasure in voluntarily telling you of the satisfaction I am having with the use of your new motorcycle tire. For some five months past I have used a "Diamond" tire on the rear wheel of my six horsepower N. S. U. motorcycle, which, by the way, is one of the very heaviest and fastest touring machines made. During most of the entire time I have carried an extra person on tandem attached over this tire. The distance so far is over 2,500 miles. The raised tread shows little wear, and it seems as though it might take double this mileage to even wear the tread smooth. It matters not how hard the tire is blown up; it has great resiliency and rides very easy. I have never had it lose traction or skid at any time. There have been no punctures, it being tough enough to apparently resist being punctured.

Comparing all my past experiences of five years riding different makes of tires, I certainly can say that the new "Diamond" motorcycle tire is certainly a wonderful production, and greatly improves the pleasure of motorcycling.

Yours very truly,

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THE DIAMOND RUBBER COMPANY, Akron, Ohio



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is enjoyable if uninterrupted by vexatious delays. Tire punctures are the most annoying drawback to the pleasure of cycling.

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are insurance against such delays. They are road proof and outwear all others.

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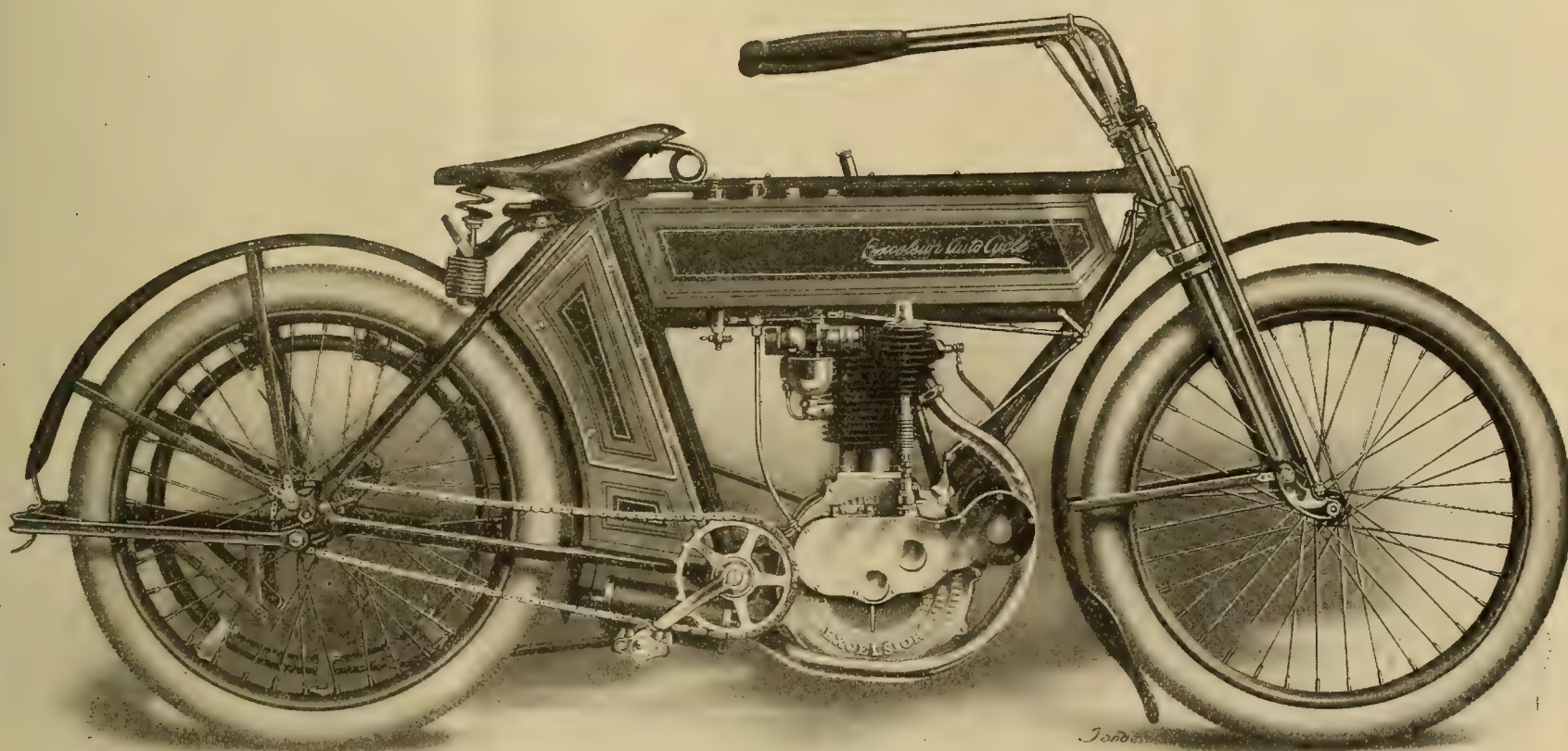
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G & J TIRES



Stick to Quality

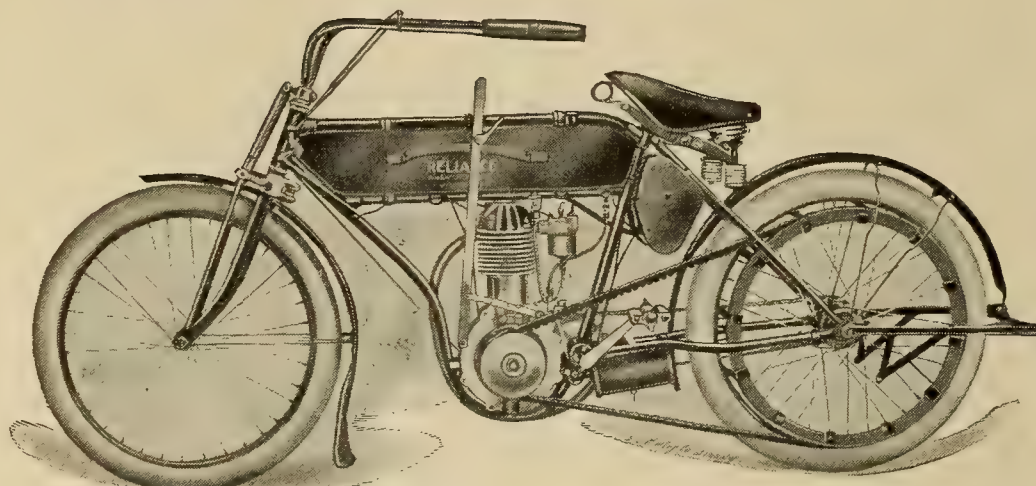
It doesn't pay to experiment with unreliable motorcycle tires even if they are cheaper. They are very apt to cause you to invest in a ride on the "Interurban"—You better put that money in the price of a pair of high grade



tires and ride home on your motorcycle. Write for a copy of our new Booklet.

G & J TIRE COMPANY, Indianapolis, Ind.

Here Is What You Have Been Looking For—

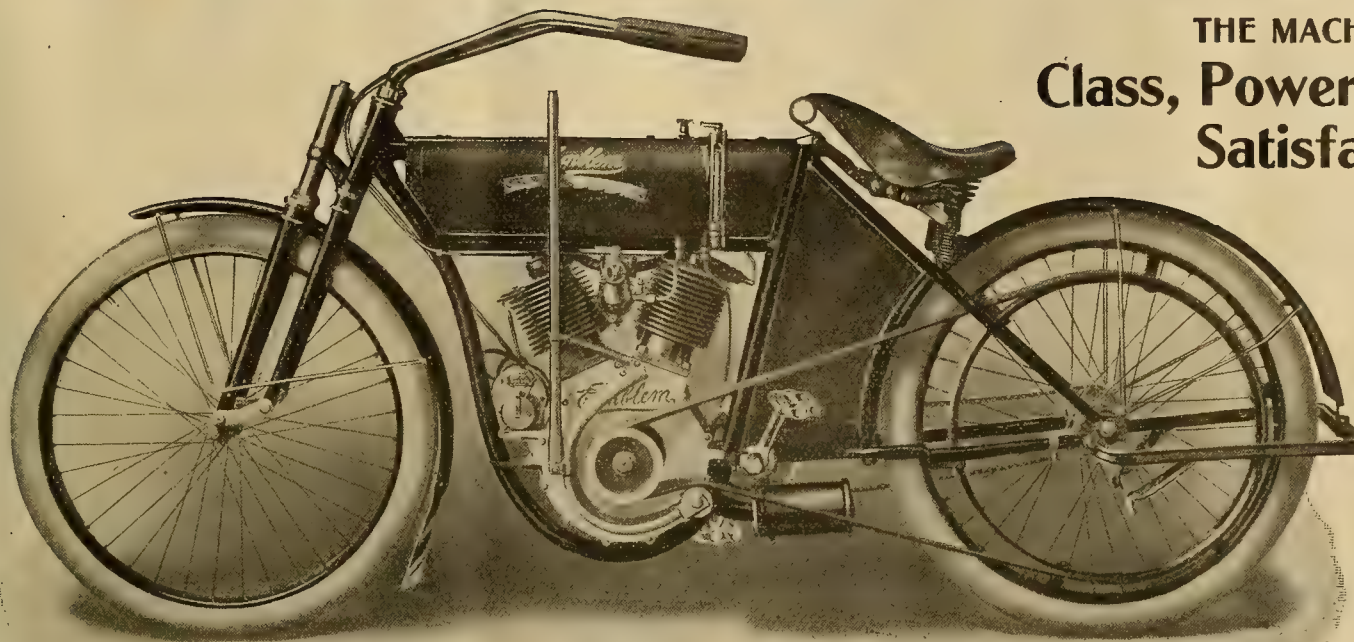


Model C as above, complete with the two speed pulley, \$225.

you are off. 5 to 1 on high, 9 to 1 on low. Write for complete specifications of this and our 4½ H. P. Single and 7 H. P. Twin.

A motorcycle with a neat, compact two speed and free engine pulley, that is simplicity itself in construction, positive in its action, whether in high, low, or free engine position. **THINK OF IT!** Start engine on stand anywhere, on the steepest hill or deepest sand and then by just pushing forward a lever

RELIANCE MOTORCYCLE COMPANY, 444 Main St., Owego, Tioga Co., N. Y.

1910**EMBLEM MOTORCYCLES****1910**

THE MACHINES OF
**Class, Power, Speed and
 Satisfaction**

Ball Bearing Engine. V Belt, or Flat Belt and Idler. Magneto. Also Two Speed Gear if wanted.

7 H.P. Twin Cylinder.

5 H.P. Single Cylinder.

4 H.P. Single Cylinder.

**A Good Agency
 For Hustlers**

See us at the
 Chicago Show.

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Son, Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

There is a Coil

which electrically is so perfect that it will give a working spark on even a faint primary current, while it also will stand heavy overload current without "breaking down."

So sturdy and tough, too, that no motorcycle service can lessen its high efficiency.

It is made for singles or twins, and is supplied with either flat or conical ends.

Its name is 

PITTSFIELD

PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

STOPPED!

The manufacture of Armless Brakes by

The Atherton People

The Buffalo Metal Goods Co., of Buffalo, N. Y., under date of December 23, 1909, have notified us that

"We will cease immediately from using the armless device as covered by the patent."

(The patent referred to is our O'Horo patent covering the Musselman Coaster Brake.)

**All Infringers of This "Armless"
Feature Will Be Prosecuted**

THE MIAMI CYCLE & MFG. CO.

Middletown, Ohio

Coaster Brake Licensees

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, January 29, 1910.

No. 19

HENDEE NOW A \$2,600,000 COMPANY

**New Corporation Takes Over the Business
but Old Heads Remain—Great Extension in Prospect.**

What was the Hendee Mfg. Co., of Springfield, Mass., capital \$5,000, now is The Hendee Mfg. Co., capital \$2,600,000. The new company was incorporated under the laws of Massachusetts on Thursday last, 27th inst., and has purchased the entire assets, good will, etc., of its predecessor and also assumes all of its liabilities.

Immediately after its incorporation, The Hendee Mfg. Co. organized with the following officers: George M. Hendee, president and general manager; Oscar Hedstrom, vice-president and engineer; F. J. Weschler, treasurer and clerk. Messrs. Hendee and Hedstrom were the leading figures in the old company, and Mr. Weschler for the past two or three years served as its sales manager. There will be absolutely no change in the management, and the same policy which has prevailed will be continued.

The capital stock of \$2,600,000 is divided into \$600,000 7 per cent cumulative preferred, and \$2,000,000 common. None of the stock will be placed on the market, all of it being held by the old interests and the new ones which have become identified with the Hendee enterprise.

The past year was the most profitable in the history of Hendee affairs, the total volume of business exceeding a million and a half dollars. The payroll during the busy season averaged \$9,000 per week, the manufacturing department alone employing 545 operatives. At the present time the factory is running 23 hours per day, with two shifts of men, and has a capacity of one complete motorcycle every nine minutes of the working day. The company is now the largest individual express shipper in the city of Springfield.

The new capital which has been put into the company will be used in further extension

of the business, the immediate intention being to add to the present immense plant a five-story brick building, 256x42 feet. It will replace the present 200 foot two-story wooden annex to the existing handsome main building, and when completed will give the Hendee Mfg. Co. a capacity of 20,000 Indian motorcycles per year, to say nothing of a considerable output of aeronautical motors which are being added to the company's productions. Ground will be broken for the new structure March 1st.

Fisk Increases Capital to \$4,000,000.

At a special meeting of the stockholders held Wednesday, the Fisk Rubber Co. voted to increase its capital stock from \$600,000 to \$4,000,000, equally divided into common and preferred shares, as is the present capitalization. It officially is stated that the entire issue has been underwritten. The growth of the Fisk business since 1904 and the desire to add to the present plant and equipment are given as the reasons for the big increase of capital stock.

Appeal Argued in Single Tube Suit.

The appeal of the Pennsylvania Rubber Co. from the decision in favor of the Single Tube Automobile and Bicycle Tire Co., which sustained the validity of the Tillinghost patent, was argued yesterday in the United States Circuit Court at Pittsburg. It is not likely, however, that a decision will be rendered for several weeks.

Shackelford Gets Empire Branch.

J. M. Shackelford has been appointed manager of the uptown New York City branch of the Empire Tire Co., of Trenton, N. J., at Seventy-third street and Broadway. He succeeds Marcus Allen who recently resigned.

New Man in California Trade.

George E. Hengerer is the latest addition to the motorcycle trade in Los Angeles. He will handle the Greyhound throughout the whole state of California. His first order was for a car load lot.

REDUCED RATES TO CHICAGO SHOW

Two Passenger Associations Grant Fare and a Half—Procedure Necessary to Obtain Advantage of It.

Due to the fact that the American Automobile Association will hold an open convention in Chicago during the period of the show there, the Trunk Line Association and the Central Passenger Association have granted a rate of a fare and one-half to all who attend the convention from the territory embraced within their territory. The rate is an open one and is not restricted to members of the A. A. A., but it is conditional on at least 1,000 certificates being presented for validation in Chicago.

The territory of the two passengers associations includes the states of New York, Pennsylvania, New Jersey, Delaware, Maryland, District of Columbia, Virginia (points on Chesapeake & Ohio and Baltimore & Ohio), West Virginia, Michigan (east of Lake Michigan), Indiana, cities of Louisville, Ky., and St. Louis, Mo., and stations in Illinois, and points east of and on line of the C. R. I. & P. R. R., from Chicago to Peoria; thence the T. & W. R. R. from Peoria to Burlington, thence Mississippi River to Cairo, Ill.

All persons residing outside the territory defined and who desire to avail themselves of the rate, should purchase regular one-way or excursion tickets to the nearest point from which a certificate reduction has been authorized, and there purchase a one-way ticket to Chicago and secure certificate.

Tickets and certificates may be secured not earlier than February 2, 1910, and not later than February 8. These tickets should be presented for validation at the A. A. A. headquarters in the First Regiment Armory, Chicago, February 8, 9, 10, 11. In view of the necessity of having the 1,000 certificates actually in hand before the validating can begin on Tuesday morning, February 8, it is imperative that certificates be

deposited immediately on arrival in the Windy City.

The holders of tickets will be entitled to procure up to and including February 16, a continuous passage ticket by the same road over which the going journey was made, at one-half of the regular one-way, first-class fare, to the point at which the certificate was issued.

All meetings in connection with the convention will take place in the First Regiment Armory. Due notice of them will be available at the A. A. A. headquarters in that building and in the public prints.

Pope Support for Midsummer Meeting.

The Cycle Manufacturers' Association having been permitted to die, the Pope Mfg. Co. nevertheless has desired to become identified with the joint midsummer meeting which has been undertaken by the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers, and accordingly has tendered the latter organization a subscription of \$100 to assist the project. In his letter to Secretary Willis, of the jobbers' association, J. F. Cox, manager of the Pope company's bicycle department, says:

"We learn with pleasure of the success of the meeting of your association in New York, and of the enthusiasm with which the subject of a summer meeting at Atlantic City was received. We are not connected with any association that can lend any assistance to the success of this annual meeting, but take this opportunity to tender to your association a contribution of \$100 to assist in defraying expenses of this meeting and the entertainment in connection with same. It may be a little premature, but while the subject is fresh in our minds, we are taking it up with you, so that you will know you can count on us at the proper time."

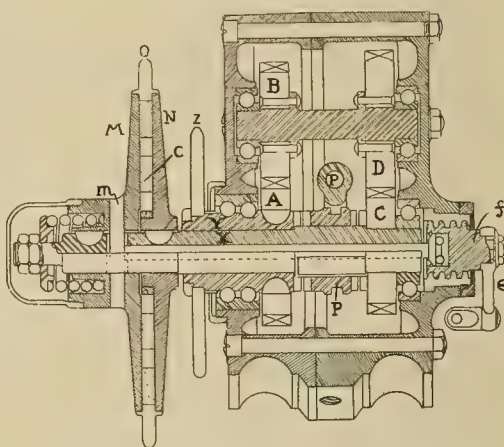
German Parts Trade Breaks Record.

Not content with the bicycles of native manufacture, increasing numbers of buyers in Germany are demanding imported machines, as is made evident by the cycle import figures of that country for the nine months ending with September. Complete machines, mostly from France, increased from \$23,000 to \$36,000 for the period, and parts, a large part of which were supplied by England, reached \$97,500 as against \$63,000 in the corresponding nine months a year before. The German export trade, however, looms big compared with the imports, although the showing for complete bicycles indicates a decrease from 113,650 machines, with a value of \$1,937,000, in the first nine months of 1908, to 67,059 machines, valued at \$1,095,250, in 1909. The parts exports, however, showed a gain in an already enormous trade, the nine months of 1909 amounting to \$10,017,500 as against \$9,114,000 for the same period in the previous year, and establishing a new high mark in this industry.

OLD IDEA IS PUT TO NEW USE

How It is Ingeniously Coupled with Modern Developments in the Indian Two-Speed Gear.

Probably because its housing was not removed at the Madison Square Garden show, no new development pertaining to motorcycles aroused more curiosity and interest in regard to its construction than did the two speed gear and clutch, brought out by the Hendee Mfg Co., and which will be fitted to two of the 1910 Indians. Its details, which were made public this week, show the gear to be a radical departure from all previous types of two speed gears for motorcycles, although the principles on



DETAILS OF INDIAN TWO-SPEED

which it is built are remarkably simple, and were used in machinery design long before motorcycles were thought of, being essentially the same as those of the back gears of a lathe. The plate clutch, however, is distinctly an original Indian creation, being a higher development of the compensating sprocket which they long have used.

Although a description of the construction and workings of the gear was given exclusively in the *Bicycling World* in its New York show number, pictured details were then unavailable, owing to pending patent applications, and they are here illustrated and described in detail for the first time. The four gears A, B, C and D are always in mesh. Gears B and D are fixed on the countershaft. The motor drives by chain from its small sprocket on to the sprocket Z, which is permanently secured to the sleeve Y, which runs on the main shaft X.

The gear A is keyed to the sleeve Y. O. is a compensating sprocket which transmits the drive to the rear wheel of the motorcycle, and it is clutched between the two discs M and N, cork inserts providing frictional surface. The disc N is keyed to the shaft by the lock key m, which can slide longitudinally in the shaft. The spring, shown under the cap at the left-hand side of the drawing, forces the disc M to the right, clutching the sprocket O between the two discs as above stated. This latter forms

the free-wheel feature of the device, and to release the clutch the lever e is operated by a pedal on the left-hand side of the machine, and turns the coarse threaded screw F, thus forcing a pin which slides within the hollow shaft X against the key m, thus compressing the spring and freeing the sprocket O.

The central portion of the shaft X is squared, and upon it slides the dog clutch P, which has four heavy teeth on each face, corresponding with the similar blocks on the gears A and C. This clutch is operated through a lever shown by means of the shaft P, which extends through the outer case, and is connected with a cross bar, from either end of which wires extend up to the shifting handle on the top bar of the frame.

It is evident that if the dog clutch P is moved to the left, it locks the shaft X to the gear A, and there will be a direct drive from the sprocket Z to the sprocket O. H, on the other hand, the clutch P is moved to the right, to engage with gear C, then the drive will be from the sprocket Z, through the sleeve Y and gear A to the gear B, thence through the countershaft and gears D and C and clutch P to the shaft X, and thence to the sprocket O, the ratio of reduction in the train being about one-third.

Another radical departure from past Indian practice, which is necessitated by the incorporating of the clutch in the large sprocket, is in the transmission of power, the motor driving to the small inner sprocket, and thence to the large one and the rear wheel, instead of vice versa as on the standard models. All gears and shafts are of substantial construction, with large wearing surface, and as the gears always are in mesh, there is no possibility of stripping them, while the teeth of the dog clutch are so cut as to facilitate engaging or disengaging when the plate clutch is released.

All shafts are carried on ball bearings, while a ball thrust bearing is provided at the right end of the clutch operating pin to take up spring thrust. The gears are lubricated by splash, while the clutch is of the dry plate type which now is gaining favor with automobile engineers. Accessibility has not been lost sight of in the mounting of the gear box, which is so cradled as to be readily and easily removed should occasion require.

Ballou Business is Incorporated.

The F. A. Ballou Co., Buffalo, N. Y., which was last week incorporated under New York laws, with \$25,000 capital, includes the sale of bicycles in its stated objects. F. A. Ballou, H. J. Harrison and C. H. Phillips are named as incorporators. The company is the outgrowth of a co-partnership which has existed for a number of years and which dealt chiefly with marine engines and motor boats, and which recently "went into" motor vehicles.

COVERS INSTALLMENT PLAN SALES

**Contract Form Which is Recommended for
Retail Dealers Selling on Credit—
How It is Employed.**

As a safeguard to dealers who sell on the instalment plan or otherwise extend more or less credit to customers, and particularly in cases where an article like a bicycle or a motorcycle is concerned, various forms of contracts of conditional sale have been prepared for the retailers by experts, and the protection which they afford is being more and more availed of, not only in the cycle business, but in other lines as well. The most recent of these contract forms has been drafted for and adopted by a New York state association, many of the members of which handle bicycles, and it is claimed to be a model.

This contract is believed to meet every legal requirement and is affording ample protection to the dealer if he follows the instructions which have been drafted as a guide in its use, under the New York State laws. The dealer is advised not to deliver the goods until the contract is signed, and to file the contract with the town clerk, city clerk or county clerk in the place where the purchaser resides. The contract should be re-filed at the same office every year before the year is up, and if the purchaser does not pay up the dealer should consult a lawyer, to follow the correct procedure of foreclosure, as a misstep would permit the purchaser to sue and recover all money paid on the contract, which is good against general creditors and trustees in bankruptcy whether filed or not, and if filed is good against purchasers, pledgees or mortgagees in good faith.

The wording of the contract is as follows:

This Contract, made in duplicate this.... day of.....190.., between..... (seller), of.....N. Y., party of the first part, and..... (purchaser), of.....N. Y., party of the second part,

Witnesseth:

The party of the first part has this day delivered to the party of the second part, the receipt whereof the party of the second part hereby acknowledges, the following personal property, to-wit:

..... upon the terms and conditions hereinafter agreed.

The party of the second part agrees to purchase the above property and to pay the party of the first part therefor the sum of dollars and cents (\$..), in installments as follows:

The sum of.....dollars (\$..) on the delivery of said property, and the sum of.....dollars (\$..) on theday of each and every..... (week or month) from the date hereof until the whole sum of.....dollars and..... cents (\$..) is fully paid.

It is expressly understood and agreed that the absolute legal title to all of said property is to remain in the party of the first part until the whole sum of.....dollars and.....cents (\$..) is paid in full, and then, and not until such full payment, shall the party of the second part be vested with any title thereto.

It is further agreed that in the event of the failure of the party of the second part to pay any one of the installments when the same shall become due, or if said property shall be removed from.....N. Y., without the written consent of the party of the first part, all of said installments remaining unpaid shall immediately become due and payable, and if not paid on demand, the party of the first part, or his agent, may enter upon the premises and into the houses and buildings where such property is situated and take possession of and remove such property therefrom, with or without legal process, without becoming liable for any damages arising therefrom, and in such case may retain all the installments previously paid as and for compensation for the use of said property by said party of the second part.

No verbal contract or agreement contrary to any of the terms and conditions of the foregoing contract has been made.

IN WITNESS WHEREOF the parties hereto have hereunto set their hands and seals the day and year first above written.

Witnesses:

I hereby acknowledge receipt of duplicate of this contract on the day above written.

On the back provision is made for entering the number of the contract, the amount involved, and particulars as to the identity of the parties, as well as the different payments received.

Pope Common to Draw Dividends.

Dividends on the common stock of the Pope Mfg. Co., of Hartford, Conn., are to commence this spring, and an initial common stock distribution at the rate of 6 per cent. per annum is to be declared before April 1. Under the re-organization there is about \$3,500,000 of the common stock outstanding, on which the company is estimated to be earning about 20 per cent. after allowing 6 per cent. on the \$2,400,000 preferred.

Hendee to Build Airship Engines.

The Hendee Mfg. Co. is going into the manufacture of light motors for aeronautical use, and will institute a separate department for the purpose. Two of the engines already are in process of construction. One is a four cylinder, the other an "eight," which are of 25 and 50 horsepower, respectively. Both are the design of James H. Jones, who created the Knox automobile engine.

Paris Cycle Show Abandoned.

There will be no bicycle show in Paris this year according to advices from abroad. The French Cycle Factors Association has voted against holding the annual exhibition.

IGNORANCE COST HIM SOME MONEY

**Dealer Thought He Was Badly "Stuck", but
Davidson Showed Him His Mistake—
What Ailed the Motorcycles.**

That ignorance often is a big stumbling block to success is generally recognized, but it is rare that such wilful and prejudiced ignorance concerning motorcycles is exhibited by anyone attempting to deal in them as that shown by a small western merchant whom Arthur Davidson, of the Harley-Davidson Co., Chicago, Ill., encountered on a recent business trip. The incident which Davidson related while in New York last week again goes to prove that "knowledge is power," and to indicate that the dealer would have saved himself a good many dollars had he been more fully informed as to the mechanism of what he was trying to sell.

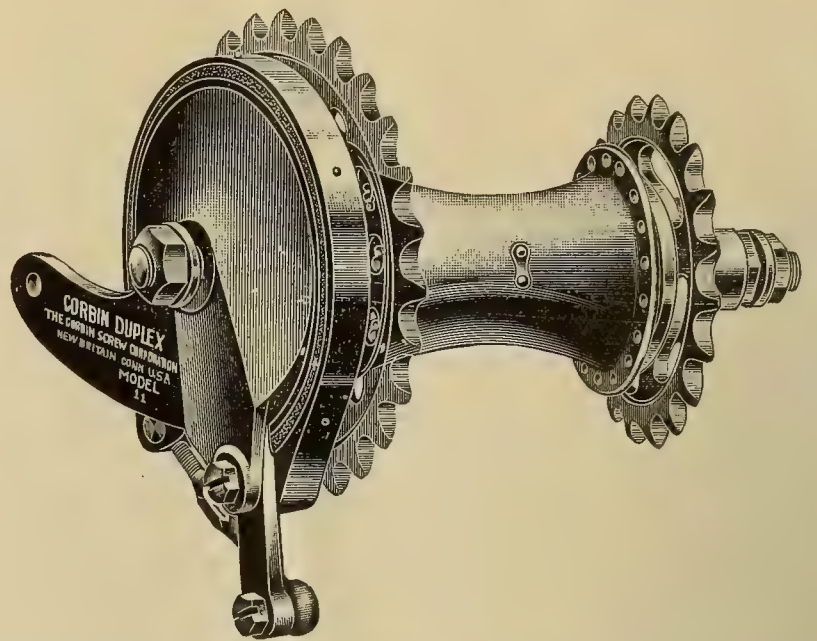
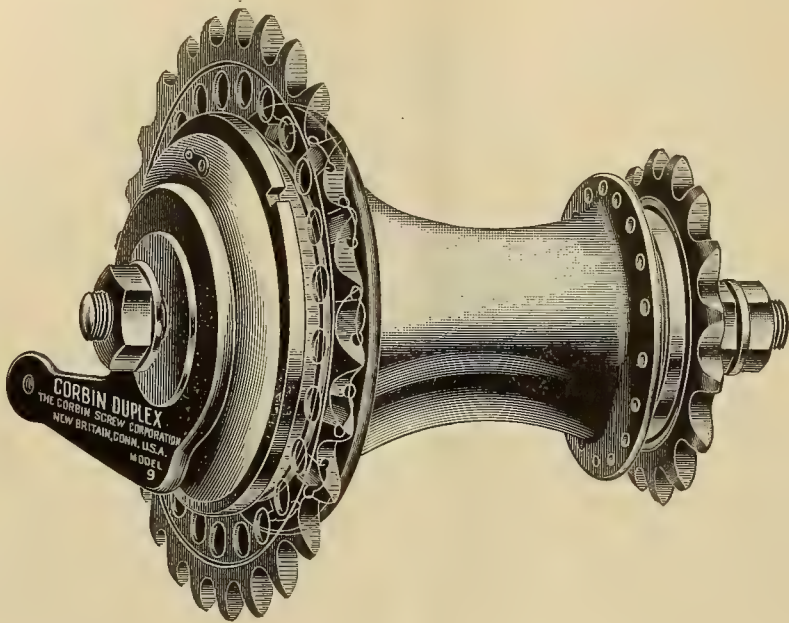
When Davidson entered the man's store and presented his card, the proprietor threw up his hands and proclaimed that he was through with motorcycles forever. Upon being questioned he pointed in disgust to two machines of reputable manufacture in the back part of his place which, though of the previous year's model, were apparently in perfect condition. He said that he had bought four of them and had succeeded in disposing of two, but the remaining two would not even run, so, of course, he could not dispose of them.

"Let me look them over," said Davidson, and, permission being granted, he tested the strength of the battery current; the snapping spark that resulted immediately proved the batteries not at fault, the owner vouchsafing that they recently had been renewed in the effort to make the motors "mote." Davidson's second look showed the simple cause of the trouble: The set screw opposite of the contact blade was not sufficiently screwed down, and the blade did not make a contact with it when the cam came around. With a couple of turns with a screw driver both machines were put in as good running order as the day they came from the factory.

Although the proprietor was delighted at the result and regarded Davidson as a mechanical genius for solving the trouble so quickly, he nevertheless declared himself out of the motorcycle business as soon as he should sell the machines, because of the worry he already had had with them, due entirely to his own lack of mechanical knowledge.

Whipple Gets Greyhound Territory.

I. H. Whipple, of Chicago, who has represented the Greyhound locally, has been given also a considerable parcel of territory, viz., the states of Illinois, Indiana and Wisconsin. He will appoint sub-agents within his domain.



They are

Corbins

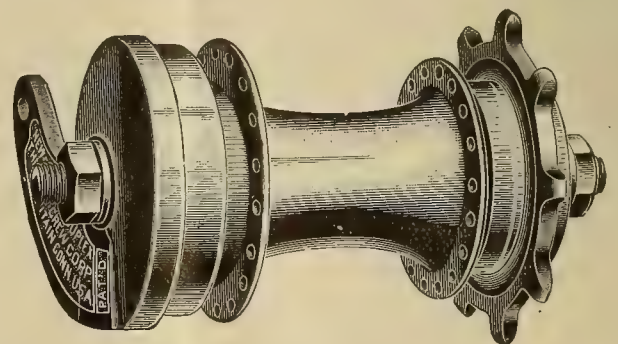
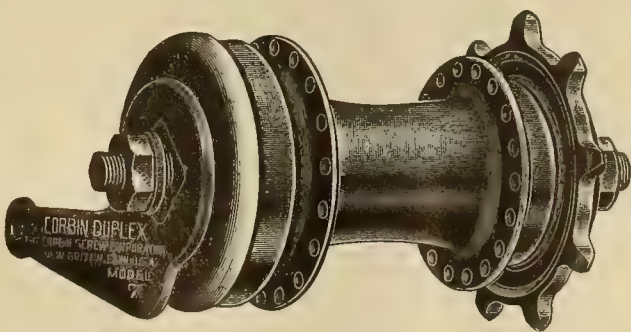
That's about all

anyone who realizes the full
meaning of the name Corbin
will care to know about them.

CORBIN SCREW CORPORATION

New Britain, Conn.

Licensed Coaster Brake Manufacturers.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JANUARY 29, 1910.

"Enclosed find \$2 for my 1910 subscription for the Bicycling World. Hope you will pardon my delay in remitting, as the matter entirely escaped my attention. Continued success to our helpmate, the Bicycling World!"—G. H. Ellsworth, president. Rochester (N. Y.) Motorcycle Club.

Are You Proud of Your Store?

The on-coming of the motorcycle has served more than one good purpose. For some reason or other, and among other things, the man who has embarked in the motorcycle business exclusively usually has set up an establishment that is pleasant to look at and agreeable to walk within, while not a few of the dealers who previously sold bicycles only, on adding motorcycles to their stock, have felt the influence and have so improved or "spruced up" their stores or shops that some of them scarcely are recognizable.

The Bicycling World believes that the presentation of a series of pictures of such establishments will serve many purposes; a few already are in hand, and if a sufficient number of others are received, the presentation will be undertaken free of cost to the dealers. Therefore, if you are proud of your place, send along photographs of it, preferably an exterior and an interior

view—one or the other at any rate—but let the photographs be good ones and such as will reflect credit on yourself. Their publication may further the stimulating influence and assist in converting into real stores some shops that resemble junk shops.

About Motorcycle Flexibility.

Easy though it may be to juggle with the word flexibility, an exact definition of what is meant when the term is applied to the motorcycle is pretty hard to frame. Broadly, the ideal machine must be sufficiently elastic in its characteristics to suit the needs of one rider as well as those of another; it must be equally controlable at low and at high speeds. It must be so contrived that it will perform "sweetly" even at very low rates of speed, when traffic or road conditions demand it; so that it will climb hills without necessitating dangerous speeds; so that it will run on level stretches at whatever speed may suit the momentary whim of the rider. But it must be remembered that consideration of the ideal does not necessarily imply condemnation of present achievements. Motorcycle improvement must be a process of evolution, its rate of progress governed solely by the persistency with which it is sought. At present, each new model of the average machine reveals encouraging improvement over its predecessor. But it is wise to pause occasionally and consider whether the advance is as great as it might be, and whether the public actually is demanding all that common sense and fairness reasonably may expect of those upon whom must fall the burden of developing the really flexible machine.

No Occasion for Undue Heat.

Those members of the F. A. M., who, incensed at the action of the competition committee in setting itself above the law by nullifying the professionalization of the "outlaw," Guy M. Greene, have declared that they will resign from the organization or permit their memberships to lapse, should do nothing of the sort.

The charges of malfeasance in office and conduct prejudicial to the interests of the F. A. M., which, in due course, will be preferred against the chairman, who was the prime mover in the affair, will be sufficient to settle the form of government which will henceforth obtain in the F. A. M. if the charges are sustained, Greene and the other professionals and "outlaws," who also are due for similar "whitewashing," must go back where they belong. If the charges are

not sustained, and the action of the chairman thereby is upheld, the precedent will have been established, and any future chairman or other officer will have full justification for twisting facts and the constitution and the rules however he cares to twist them, and, as we said last week, he will have no trouble at all in finding ample scope for nullifying the action in the case of Greene and others of his kind, or any other kind, for that matter.

The F. A. M., or rather its present officials, will, therefore, have their choice of two horns of a dilemma, and it will be for them to decide whether topsyturvyism henceforth shall rule in the F. A. M. and whether it shall become a laughing stock.

The issue is clearly defined, and though the resentment of loyal members, who always have upheld the organization and willingly and faithfully respected its every regulation, is natural, there is no occasion for undue heat and no reason for falling out of the ranks. The procedure in the Greene affair represents chiefly the doings of one man, not the action of the organization; and as men come, so do men go; they do not last forever, and not all of the evil they do lives after them.

Pelham parkway and the Shore road, two of the widest and most traveled routes in New York and which are of the few that have escaped the invasion of the trolley, practically have been captured by two traction companies and soon will be torn up and narrowed and made more dangerous by the laying of a double line of street car tracks. Unless those who use the thoroughfares make themselves heard at once, the danger is likely to be made greater by positioning the tracks in the center of the roadway instead of at the sides. Nelson P. Lewis, the city's chief engineer, to whom the traction companies' applications have been referred, is the man to whom protests should be addressed.

Small wonder that Paris has been visited by a deluge! When the French governing body creates and legitimizes a class of cash-chasing professionals and turns them loose to compete with amateurs, it is sufficient to make the heavens weep. The U. V. F. may prate of its "sincerity," but as the guardian of sport it is faithless to its trust when it connives at and promotes violation of its basic principle. By comparison with the French "independents," our "trade riders" almost resemble angels.

CORRESPONDENCE

Veteran's Opinion of the Greene Case.

Editor of the Bicycling World:

When I read of the action of the competition committee in the Guy Greene case, I am strongly tempted to tender my resignation as a member of the F. A. M. When any committee can perform such contortions to achieve its wishes, it is time for some one to protest, and as one of the organizers, I cannot let the matter pass without saying so. It is an outrage to every member of the F. A. M. who has been loyal to it. My blood boils when I think how it has become possible to do such things and to get away with them. It looks as if loyalty is a mistake. We all might as well have done as Greene did and told the F. A. M. to go to ——— and did any old thing we pleased, since it is now so plain that supporting the organization and obeying its regulations does not count for as much as we supposed it did. It is a fine state of affairs when men who tried to tear down the F. A. M. can receive such astonishing consideration. Why have any rules at all? Let the Competition Committee make them up as it needs them in just the way it needs them. The committee seems to be doing it anyway.

MICH. E. TOEPEL, F. A. M., 145.

The Bicycle for Winter Service.

Editor of the Bicycling World:

As a reader of your valuable paper for many years, I have derived many valuable suggestions, and only wish more of your dealers would detail experiences that might be helpful to others. I am an old rider and use my bicycle both summer and winter, regardless of rain or snow. For winter riding I equip my machine differently, of course, having mud guards front and rear, with a wide splashers attached to the bottom of the front guard to prevent my feet from getting wet. This arrangement also serves to keep the bicycle clean. The nickel parts of the machine I protect by rubbing well with grease and allowing it to remain all winter. From time to time in the Bicycling World I have seen many ideas pertaining to skidding, such as having a low saddle position with the seat well forward, straight forks, non-skid tires, etc., but a method I have tried successfully for several years has proved more reliable than any of the ways named. It is a very simple thing to do, and I have found it very effective in preventing skids on greasy roads or on snow and ice. It is merely to tighten the front fork, so that a slight resistance is met in turning the handle bars, but, of course, care has to be used not to get it too tight. With the front fork adjusted in this manner, greasy roads, ice or snow hold no hidden terrors for me, and I frequently ride as well as skate on the ice with great pleasure to myself. For trac-

tion purposes I use pig skin (rawhide) lacing about three-eighths of an inch in width, wrapped around the tire at intervals of four inches. This provides excellent traction and does not wear out. It has been my experience that tires stand the ice and snow better than many people imagine; in fact, there is no noticeable difference between winter and summer wear.

RALPH DERBYSHIRE,
Fall River, Mass.

How Competitors Should Pass.

Editor of the Bicycling World:

Will you please answer the following question: When two motorcyclists are racing on a circular track and the one behind desires to pass the other on a curve, must he pass on the inside or the outside?

TONY FEHL, Wausau, Wis.

[The rule of the F. A. M.—and of nearly all other organizations—on the subject is as follows: "It shall be the duty of the leading rider to hold the pole as nearly as practicable. A contestant overtaking and passing another must pass him on the outside, unless the rider in front shall be so far from the pole as to render it safe to pass on the inside; but he shall be responsible for any foul that may result." This, as stated, is what the F. A. M. rule says, but while the present chairman of the competition committee is in office, no other person can tell whether any rule means what it says.]

Queerest of All Bicycles Contests.

Queer stunts on bicycles are still cropping up. One of the queerest recently was performed by a Frenchman, Jean Marin, who now is grandiloquently styled the "Bicycle Champion of Impassibility." He "won" the "title" by remaining seated on his wheel without moving for ten days. His rival for the "title" fell into a doze on the ninth day and ignominiously tumbled off his machine. The exhibition took place in a French music hall—a truly "continuous performance"—and a great many people paid good money to see the two fanatics balance themselves on their motionless machines. Marin's exploit recalls one of the most remarkable races that was never run. "Major" Taylor and Edmond Jacquelin were contenders, but both objected to making pace and neither moved from the mark, remaining perfectly balanced upon their bicycles for more than two hours. The French officials finally became disgusted and went home, leaving Taylor and Jacquelin on the track.

Cuniolo Puts It Up to Pat Powers.

Giovanni Cuniolo, the Italian six days rider who left New York City without paying his board bill, and who, it was stated in last week's Bicycling World, probably would be disciplined by the Italian Cycling Union, is considerably wrought up over the matter. The Italian rider states that his contract with Promoter Powers provided that his hotel expenses were to be paid by

COMING EVENTS

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

March 2-3, Keene, N. H.—Consolidated Motorcyclists' second annual bicycle and motorcycle show.

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

the latter, which was his reason for not paying the bill. He further states that he has submitted a full statement of the matter to the Italian Cycling Union, and feels sure that the explanation is satisfactory. Cuniolo is very angry that his reputation as a gentleman should have been questioned, for the first time, he says.

Old Hands at Providence Helm.

At its annual meeting last week the Providence (R. I.) Motorcycle Club decided to hold a banquet on February 6, if a suitable hall can be secured for that date; if not, one week later. Officers for the year were elected as follows: President, F. E. Domina; vice-president, Clifford Frazier; secretary, William W. Scott; treasurer, B. A. Swenson; captain, Charles H. Westcott; first lieutenant, R. J. Burlingame; second lieutenant, Elmer Stewart; governors, E. L. Buffington, F. E. Domina, C. Frazier, B. A. Swenson and W. W. Scott; membership committee, E. L. Buffington, Charles H. Westcott and B. A. Swenson.

Dates Set for Europe's Big Events.

The dates for the big road races to be held in Europe this season have been announced by the Union Velocipedique de France as follows: March 27, Paris-Roubaix; March 28, Roubaix-Paris; April 3, Milan-San Remo; April 17, Paris-Menin; May 1, Paris-Brussels; May 8, 100 kilometers championship of France; May 14-15, Roubaix-Paris; May 15-June 5, Tour of Italy; June 5-19, Tour of Belgium; June 3-July 31, Tour of France; September 20, Grande Course Nationale in Italy; November 6, Tour of Lombardy.

Florida's First Motorcycle Club.

The Jacksonville Motorcycle Association, Jacksonville, Fla., was organized last week at a meeting of interested owners held at the store of McGraw Bros. & Vogt, at the corner of Church and Main streets, and the following officers were elected for the ensuing year: J. Yerkes, president; Doc Cameron, secretary, and William Johnson, treasurer. Among the objects of the club are the suppression of the open muffler nuisance, the observance of speed regulations and rules of the road, and the advancement of the sport in general.

FRENCH "STRIKE" GAINS STRENGTH

Professional Racing Men Perfect Organization and Make an Odd Demand—
U. V. F. Defines Its Position.

That the warfare between the professional bicycle riders and the Union Velocipedique de France—the governing body in that country—will be a merry one, now seems certain. Just when it will end and how is problematical, for the U. V. F. has told the strikers as politely as it knows how to go to a warmer clime, while the professional riders have retaliated by forming a permanent organization instead of the provisional one the officers of which were announced last week.

Following the details published in last week's *Bicycling World*, the professional riders sent an official communication to the Sporting Commission of the Union Velocipedique de France, in which it was demanded that the names and victories of riders who are licensed "independents" of the U. V. F. be suppressed from publication. The creation of this "independent" class of riders is what has brought about the trouble between the professionals and the governing body. The "independent" rider is a fake sportsman, from whatever standpoint. He violates the fundamental law of sport; he is permitted to compete for cash or prizes in amateur or professional races, and is barred only from the international races; the effort to legitimize such a bastard class is not short of astonishing. The professionals saw that it encroached on their field of livelihood and struck.

The new demand that the U. V. F. refrain from publishing the names and victories of "independents" was refused by the Sporting Commission, in a long published statement, officially as follows:

"The Sporting Commission, considering—

"That the category of professional riders is the only one which really reaps all the benefits accorded to bicycle riders, and that it confers all such advantages, both nationally and internationally upon its members;

"That the category of independents constitute but a class with limited privileges, created for the benefit of permitting its members to compete in local and provincial races;

"That this latter category has for its main object to favor the societies and clubs affiliated with the U. V. F. in order to instill into their blood a new sporting element, at the same time permitting isolated-living cyclists to participate in numerous meets which formerly were closed against them;

"That it is not the proper sphere of the U. V. F. to worry itself with the squabbles of the bicycle makers and professional riders, who will be the first to profit by it;

"That the policy of the U. V. F. has never varied; that the sport in all its phases is

benefitted by it, and that the professional riders, with whom it concerns itself in particular, can claim to have gained 26 tracks during the year 1909 under U. V. F. jurisdiction (30 in 1908; 56 in 1909);

"That the chief role of the U. V. F. always has been to insure the sincerity of the meets held under its sanction, but that it also must favor the greater number of any category it represents;

"That the category of independents is nothing but a recruiting class for that of the professionals; that, in consequence, the licensed independents being free to ride for prizes of present or future value (in money or expectations), the U. V. F. cannot in justice deprive them of any of the benefits to be gained, such as publicity, to the exclusive profit of professionals who have adopted the profession of bicycle riding, who desire to retire later on such profits, and who wish to have a monopoly on all such profits;

"That if the demand made by the professionals of refusing publicity, such refusal should be extended to the events of the professionals as well as those of the independents;

"That if the proposition were decided as the professionals request, the professionals would be the first losers;

"That because of the inability of the independents to compete in the big international races, no publicity could be given them which would materially affect the plans of the bicycling houses;

"Therefore, Recognizing the interests represented in the category of licensed professionals, the Sporting Commission of the U. V. F. considers that it always has made great efforts in the defense of this class of riders and regrets not to be able at this time to satisfy their wishes without acting contrary to the interests of the bicycling sport."

What will the professional riders do, now that the U. V. F. has defined its position? The opinion seems to be that they will continue the strike until they find that all the tracks licensed by the U. V. F. are closed to them and their means of livelihood thereby cut off, when the striking association will naturally disintegrate. At present, however, the riders are firm and have perfected a permanent organization with the following officers, those published last week serving only temporarily:

Honorary Committee — President, M. Dherbecourt, municipal councillor; M. M. de Perrodil, publisher; Ulrich, notary; Guignard, lawyer, and Bourcey. Committee of the Syndicate—President, Paul Guignard; vice-president, Victor Dupre; secretary general, Ludovic; treasurer, Delage; directors, Darragon, Friol, Hourlier, Comes, Naso, Garrigou, Lapize, Lorgeou, Chauvet, Talibard and Ledoc.

The meeting at which these officers were elected and permanent organization effected was held at the Excelsior, following the receipt of the official communication of the Sporting Commission of the U. V. F.

SIDELIGHTS ON THE GREENE CASE

Remarkable Circumstances Surrounding Outlaw's "Restoration"—Some "Inside" History Recalled.

That the action of the F. A. M. Competition Committee in nullifying the professionalization of Guy M. Greene, a more or less repentant outlaw, has aroused some deep-seated resentment within the ranks of the organization, there is no doubt. Several of those who have voiced opinions on the subject have declared that as a result of the methods employed, they contemplated resigning their memberships.

There is one side of the Greene affair which has not yet been written, and which in some of its lights is quite as remarkable as the process by which he was declared never to have been a professional, despite the fact that he violated one of the fundamentals of the amateur rule. Greene was one of several young men who did that sort of thing, and who snapped their fingers at the F. A. M. and its regulations, and the door having been pried open, the restoration of the others should follow in due course.

The unwritten side of the situation is supplied by R. G. Betts, the founder and former President of the F. A. M., who has announced his intention of testing the legitimacy of the committee's action by preferring charges against the chairman, J. P. Thornley, who is responsible for the remarkable state of affairs.

"Some of the outlaws saw the error of their ways as far back as 1906," said Mr. Betts, in speaking of the subject. "In that year they had the hardihood to propose that the F. A. M. consolidate with their transparent organization, which consisted chiefly of a letterhead. They actually placed the proposal in writing, and, without recommendation, the Executive Committee of the F. A. M. put it squarely up to the members present at the annual meeting in Providence. That meeting overwhelmingly declined to listen to the absurd proposal. Previous to the meeting one of the outlaws' representatives, who was present in Providence and who had filled his hide with an overdose of rum, was plaintively wailing, 'If it wasn't for that man Betts, we'd all get back.' The subsequent action of the meeting demonstrated effectually that the members were of quite the same mind as 'that man Betts.'

"When I got out of office," continued Mr. Betts, "one of the very first moves of my successor, E. L. Ovington—who, by the bye, had been affiliated with the outlaws—was to attend a so-called meet of the outlaws, which really was nothing more than an outing promoted and paid for by the disgruntled manufacturer who was responsible for the flash in the pan.

"Ovington was very anxious to open the F. A. M. door to his former companions, and,

although he had no authority to do so, he renewed the suggestion of consolidation. It was at this outing, by the way, that Libby, the professional who had gotten Greene and the others into trouble, appeared ready to race, and who disappeared after Ovington had remarked how his appearance would 'queer' things. Ovington himself several times has told the story, and there is no reason to doubt its truth.

"I, however, in my capacity as a humble but loyal member, opposed the idea that it was possible to consolidate something with nothing, for the outlaw organization really amounted to nothing, and there never was a time when it gave us the least concern. The consolidation project was then dropped, but a few months later, during the Boston show, an even more remarkable proposal was advanced, i. e., that all that remained of the outlaws be admitted to F. A. M. membership, and willy-nilly that those who had violated the competition rules be restored to good standing without anything being said about it. It was explained that there were some 'good fellows' in the outlaw ranks; that they were sorry for what they had done, and that if they were slipped into the F. A. M. and their sins overlooked none would be the wiser. At no time had I ever objected to the election to membership of any of the offenders who earlier had seen the error of their ways; several of them, like Ovington, already had become good F. A. M. members; but I stoutly opposed every suggestion that those who had violated the amateur rule, or any other rule, should be restored to good standing without due and legal process. I believed and still believe that the men who have been true to the organization and who have respected its rules are entitled to consideration, and never wasted sympathy on the other kind. They wanted fight and they got just a little more of it than they wanted. But when their 'paper' organization dried up and blew away, I had so little personal feeling in the matter that I volunteered to move the reinstatement of the repentant backer and ringleader of the outlaws who had been tried on charges and expelled from F. A. M. membership, and who, although ineligible, had filed a new application after Ovington's election and which was endorsed by Ovington himself. The effort to slip him in in that way was blocked by former Secretary Wehman, and at Indianapolis I had the pleasure of making the motion that legally restored the original trouble maker to the roll.

"After the talk at the Boston show, I heard no more of the suggestion to 'let them all slip in quietly' until informed that Greene had filed his application for membership, with the proviso that all his disabilities be removed and that he be restored to good standing as an amateur. I promptly lodged another protest, and Greene's application was returned to him, as the young man declined to become a member except in accordance with the terms which he maintained had been agreed to. Just imagine any man dictating to any or-

ganization the terms of his membership! As a matter of fact, no officer of the F. A. M., or anyone else, could agree to such terms, and yet when President Willis, who succeeded Ovington, listened to Greene's tale of woe, the alleged failure to carry out the conditions which Greene claimed had been held out to him, his sympathy was considerably aroused and helped convince him that Greene was a much abused young man, Greene, meanwhile, again having filed his application for membership and competed in the F. A. M. endurance contest last summer despite vigorous protest.

"I hesitate to believe, and do not assert, that the recent peculiar restoration of Greene's amateur standing is in the line of fulfilling the promises which he states were held out to him, but whatever may be the real reason, I firmly believe that every man who has been loyal and who remains loyal to the F. A. M. has a right to resent the methods employed. There is a right way and a wrong way to do everything, and so far as the officials of the F. A. M. are concerned, they are bound to the letter of the law as laid down by the constitution and bylaws and by the competition rules, and it is not for them to promise anything or do anything that conflicts therewith.

"The funny side of Greene's position is that being a professional is not particularly objectionable to him; instead, he set up the plaint that as there were no motorcycle professionals in Chicago—where he now resides—there was no one with whom he could compete unless his amateur standing was restored.

"Another side of the situation, which is less amusing, is the position in which it leaves Theodore K. Hastings, of New York. While Hastings possesses a grouch, he never was an outlaw, but he violated the amateur rule by competing with professionals in Great Britain, and, accordingly, was transferred to the professional class. He evidently had not been tipped off how easy it would be possible to regain his amateur standing by the Thornley-Greene process, for apparently believing that the rules mean what they say, he formally appealed to the F. A. M. itself for reinstatement, which was refused. I myself voted against it, as I would vote against any other man who had offended similarly. As sympathy, if there is room for any, is all on Hastings's side, it will be interesting to discover whether the present chairman of the Competition Committee cannot find some means of reinstating Hastings, despite the fact that the F. A. M. itself has passed on his case. In fact, it seems to me that if a succeeding chairman can go back two or three years and undo the action of his predecessor by resorting to hairsplitting technicalities, it is not wholly impossible that even Jake DeRosier yet may become an amateur. Probably he may find that Jake was declared to be a "pro" not by the full board of the National Cycling Association, but by the chairman only, and possibly Jake will be good enough to oblige

with the usual 'I didn't know it' affidavit, which appears to be all that is necessary.

"One of the troubles of the chairman in question is that he practically has no knowledge of motorcycle history or of the men or events that preceded his appointment. He knew few of the men and few of the rules, else he would have known that Greene was one of the most flagrant offenders that ever existed. As a matter of fact, it was not until after he was appointed that Thornley became sufficiently interested in the sport even to read the publications devoted to motorcycling, and he only began reading them then because the president who appointed him, suggested that it was necessary that he keep himself informed, and, with or without authority, authorized him to use F. A. M. funds for the purpose of subscribing for the several publications. On the same principle, the F. A. M. should provide him with smoking tobacco and more hand mirrors."

New York Club Elects New Officers.

The New York Motorcycle Club, which, although the oldest in the country, and at one time the "livest," is now but a shadow of its former self, owing to internal dissension, took on a new lease of life on Thursday night, 27th inst., and elected the following officers for the ensuing year: R. S. Morton, president; George P. Jenkins, vice-president; Harry C. Mapp, secretary; F. W. Horenberger, treasurer; Edward Sceery, captain; A. Kreuder, first lieutenant; J. F. McLaughlin, second lieutenant; directors, Eugene C. Kicherer, S. T. Kellogg and F. B. Widmayer. It was voted to raise the dues to \$12 a year, effective from January 1, and to become an F. A. M. affiliated club. A contest committee of three was appointed to arrange for all competitions to be promoted by the club, this step being designed to relieve the captain of part of the burden and responsibility of his office without, however, curtailing his field of activities. At the conclusion of business refreshments were served.

Ohio May Tax and Tag Motorcycles.

Unless they bestir themselves, the motorcyclists of Ohio shortly may be compelled to pay \$5 per year for the right to use their machines. At present that state is one of the number which exempts motorcyclists from all fees and tags, but Representative Ritter believes the Commonwealth needs more money and accordingly has introduced a bill in the legislature which not only boosts the automobile fees, but provides for an annual tax on motorcycles of \$5.

Why Wichita Motorcyclists are Perplexed.

The motorcyclists of Wichita, Kan., are scratching their heads. The city authorities have posted in all shops and garages copies of a new lamp ordinance which recently was adopted. As it requires that two lights be employed on motorcycles after nightfall, the riders are in a quandary as to where to place them.

ENCOURAGES ITS PRIVATE OWNERS

Excelsior Awards Gold and Silver Fobs to Those Successful in Competition—Basis of Distribution.

With the laudable purpose of encouraging private owners of Excelsior machines to enter into competition, and giving suitable recognition to those who acquit themselves creditably in contests, the Excelsior Supply Co., of Chicago, some time ago instituted the plan of issuing gold or silver fobs to riders of those machines who either win or finish near the front in contests in which they take part. This merit system will be continued during the coming season on an even larger scale, and is based on the performance of the rider under the following classification: To Excelsior riders who may win any sanctioned contest, or who are placed and are defeated by no machine other than an Excelsior, sterling silver fobs will be awarded. For example: should Excelsior riders finish one, two, three in an event, all will receive fobs, but in the event of an Excelsior finishing first and third, and another make of machine taking second, only the winner will receive a fob. If, after winning a fob, a rider may further engage in contests and again be returned the winner or be placed, he will not receive any more fobs, but a record of his performances during the season will be carefully filed, and when the riding season closes the averages will be made up and a gold fob will be awarded to the rider making the best showing, the award to be based on the character of the events and the number of winnings.

In order better to keep in touch with Excelsior owners in general, this fob distribution has been extended to include them, and will be sent direct from the home office to all owners upon receipt of their names and addresses, and number of machine and date purchased. It is explained that this method of distribution has been adopted because such fobs are intended only for Excelsior owners, and it was felt that if the matter were entrusted to the agent and he endeavored to follow the plan outlined, hard feelings would be engendered among the friends who were not Excelsior owners, but who nevertheless would feel a yearning for the fobs.

Baltimore Racyclists and Their Records.

N. Heilman, with a total of 9,569 miles, won the mileage competition of the Racycle Club, of Baltimore, Md., last year, defeating L. Cleveland, his runner-up, by 365 miles. F. L. Martin and F. Sampson were third and fourth, with 5,565 and 5,350 miles, respectively. The runs competition was won by F. L. Martin, with 150 points; Fred Welsh and N. Heilman tying for second place, with 135 points each. The officers of the club elected for the ensuing year are: President, L. Cleveland; vice-

president, H. Linderman; secretary, F. A. Rochester; treasurer, Robert L. French; sergeant-at-arms, C. C. Stabler; captain, Fred Welsh; grand pilot, F. L. Martin; pilot, N. Heilman, and color-bearer, W. Lentz.

Converted Early to Motorcycling.

Enthusiasm over motorcycling commences at a very early age in many parts of the country, but Cleveland, Ohio, appears to be an especially favorable place for the development of the germ. In evidence that this is the case, the Lister Bicycle Co., of that city, has obtained a photograph of one of its young converts, which is reproduced herewith. The little one is the daughter of Charles Davis, and she is her father's companion on many short trips given for her benefit. Failing to get a ride on her



father's real motorcycle, he declares, she often will amuse herself for hours by sitting astride the porch railing and pretending that she is riding a motorcycle of her very own.

Mrs. Workman as a Wheelwoman.

Mrs. Fannie Bullock Workman, of Worcester, Mass., who divides the honor of ranking alpinist with Miss Annie Smith Peck, of Providence, R. I., and the Duke of Abruzzi, was a devoted wheel-woman before she attempted record mountain climbing. She is the daughter of ex-Governor Bullock of Massachusetts. After marrying Dr. William Hunter Workman, of Worcester, the extensive travels of this interesting couple began in 1892 when they set out upon a bicycle tour of Europe and Algeria, lasting four years. Then they cycled 1,300 miles in Ceylon, 1,500 miles in Java, and 14,000 miles in India. In the Himalaya country alone they covered 1,300 miles in 1898, much of which was on mountainous roads.

Sheriff Wants More Motorcycles.

So successful has one motorcycle proved to the sheriff of Milwaukee county, Wisconsin, as an aid to the work of his office, that he asked for two more machines at the meeting of the county board held in Milwaukee last week. The appropriation probably will be granted.

BIDS FOR 1911 CHAMPIONSHIPS

America Endeavoring to Obtain the Cycle Races for the World's Title—Would be Held at Newark Velodrome.

Despite the fact that it is a long way off the trend of recent events show that in all probability the world's championship meeting in 1911 will be held in America; and it will occur at the Newark Velodrome, in Newark, N. J., so that metropolitan "fans" will have an opportunity to witness the fastest sprinters and pace followers of the world in action.

The news became known this week when it was learned that John M. Chapman, the manager of the Newark Velodrome, has filed application with R. F. Kelsey, chairman of the National Cycling Association's board of control, for the world's championship meeting. The application will be officially considered at the annual meeting of the National Cycling Association, which will take place next month, and if favorably considered, as doubtless it will be, formal application will be filed with the Union Cycliste Internationale, of which the National Cycling Association is a member.

It may be remembered that at the last congress of the Union Cycliste Internationale, held in Paris, that Victor Breyer, the Paris representative of the National Cycling Association, made application to have the 1910 world's championship meeting held in America. Because of the world's fair to be held in Brussels, however, the Union Velocipedique Belge was very anxious to have the world's meet held in that country. They asked Mr. Breyer if his association would have any objection to withdrawing its application for 1910, for the reason stated, and apply for the meet for 1911. Mr. Breyer acquiesced and as there were no other applications for 1911, the meet tentatively was awarded to America.

It is indeed good news that a world's championship meeting is to be held in America, even if not until next year, and there is no doubt but that it will be supported in a manner fitting to the sport and profitable to the promoters. Manager Chapman has made a success of the Newark Velodrome and there is no reason why he should not promote a world's championship meeting that will be a credit to America.

It is certain that a great crowd of people would be drawn to the meet held in Newark. If a match race between Clarke and Kramer can draw 8,000 or more spectators to the Newark Velodrome, how much more interest would attach to a meet of international importance, if it were properly advertised beforehand. In accordance with the international rules the meeting would last three days, and probably there would be representatives of France, Germany, Denmark, Italy, Australia, Great Britain, Belgium and Holland, besides Amer-

ica, to contest for the honors, although, of course, there can be no certainty regarding the character of the entry list.

There has been no world's championship meeting in America since 1893, when the first international meeting took place at Chicago. Upon that occasion Meintjes, the South African rider, won the 100 kilometers amateur championship, and the peerless Arthur Zimmerman captured both the mile and 10 kilometers amateur titles. The professional titles did not begin until 1895. Since 1893 the world's championship meetings have taken place as follows: Belgium, 1894 and 1905; Germany, 1895, 1901, 1902 and 1908; Denmark, 1896, 1903 and 1909; Scotland, 1897; Austria, 1898; Canada, 1899; France, 1900 and 1907; England, 1904, and Switzerland, 1906.

American riders have figured prominently in world's championship meets whenever this country was represented. As stated, Zimmerman won two amateur titles in 1893, and Nelson won the 100 kilometers title in Montreal in 1899. Marcus Hurley won the amateur title at London in 1904. Walthour is the only American pace follower to secure the coveted 100 kilometers title, scoring at London in 1904 and at Antwerp the following year. The professional sprint championship has come to America three times, Banker winning at Vienna in 1898, Major Taylor at Montreal in 1899, and Iver Lawson at London in 1904. Frank L. Kramer, America's multi-champion, has never taken part in a world's championship meeting, but there is no doubt he will be a prominent figure in the meet that will be held in America next year.

Accident in an Armory Race.

William Vanden Dries won the two-mile bicycle handicap race which formed one of the features of the annual games at the Seventy-first Regiment Armory, New York City, Saturday night last, 22nd inst. Vanden Dries, who represented the Twenty-second Regiment, started from scratch and won easily in 4:59 2-5. H. Brown, of the Twenty-third Regiment, with 60 yards, was second, and Charles Nerent, Seventy-first Regiment, finished third. The last-named had 80 yards allowance. An accident marred the first heat, when Charles Mohrman, of the Thirteenth Regiment, was thrown against the wall. The insensible rider was carried away to the dressing room and a call sent for a doctor. A little later, however, Mohrman came around, having escaped with nothing more serious than a scalp wound.

Tragedy Leads to Track Reform.

The untimely killing of Verbist last summer has bestirred the Ligue Velocipedique de Belge to passing regulations governing motorpaced racing in Belgium in the future. The Belgians have adopted the French regulations which, means that motorpaced racing will be prohibited unless the machines are fitted with rollers 40 centimetres behind the rear wheel.

MOTORCYCLES IN VAUDEVILLE

Legitimate Use at Last Found for Open Muffler—How It Helps a "Terrific" Stage Race.

Vaudeville appearances for the motorcycle up to this time generally have taken the form of serious feats of daring, such as whirling around the interior of spherical cages or on suspended lattice work paths, but a happy burlesque use for it on the stage now has been discovered, involving the effect of speed that is suggested by an open muffler on a motor that is allowed to "race." The discoverer is Charles Ahearn, of the Ahearn troupe of trick motorcyclists, who uses an Excelsior in his act, as shown in the accompanying illustration. Although

the first consideration," he writes, "but weight is a most important factor. It is impossible for a white man to carry a motorcycle of any kind across many of the native bridges or the ravines met with on even main roads. It is most desirable that the weight be kept down, as no native can carry anything except on his head, and anything over 120 pounds becomes too heavy for a two-man load. It would not be an easy task, for instance, getting a 150 pounds machine into a native dugout, and it would be rather a perilous matter to be in the same canoe when crossing some of the rapid rivers and streams. These considerations made me turn my eyes from motorcycles, which otherwise would fill the bill. We often get a very fair track about a foot wide, for no matter how wide the road, the natives always go in single file. At present my experiences are with a push bicycle



THE ACT THAT IS ASSISTED BY THE OPEN MUFFLER

he crouches down and looks fixedly ahead of him as though he were pacing the man on the bicycle at about 80 miles per hour, as indicated by the roar from the engine of his machine, he actually moves across the stage as slowly as possible, the effect being very grotesque and laughable. This is due in no small degree to the conflict of sensation that is produced in the minds of the audience by their ears telling them one thing and their eyes another, as it is well known that not a few people judge speed largely by the engine sound. The Excelsior free engine arrangement permits Ahearn to let the engine go with wide open throttle, while the motorcycle itself just creeps along, and in the time consumed by the act the engine is put through an ordeal which creates such rapid movement of the piston and causes such heat as makes every demand on its cooling and lubricating features.

Motorcycling in West Africa.

Judging from the experiences of a Benin City correspondent there is a field for reliable lightweight motorcycles in West Africa, but they must not weight more than 120 pounds, because of the lack of defined roads. "Out here reliability is, of course,

only. There are several motorcycles in Southern Nigeria, principally owned by Sir Walter Egerton and some of his staff. In their case and in the case of other officials, they use them principally in and near towns. In my case there would be a lot of bush work, so the experience would be different."

Motorcyclists Getting Together in Houston.

Houston, Tex., will have a motorcycle club before long if the efforts of Charles Hogans, manager of the C. L. & Theo. Bering motorcycle department, and Austin W. Burgess, agent for the Indian, are rewarded with success. There are enough motorcycle riders in Houston to make a club successful and Hogans and Bering are trying to get them in line. If formed, the club will become affiliated with the Federation of American Motorcyclists.

Germany's Big Motorcycle Association.

The German Motorcyclists' Association is in a flourishing condition, the reports for the first half year 1909-1910 showing a credit balance of \$10,925. No less than 2,633 new members were enrolled in the last fiscal six months, the total number of members standing at 14,024.

FACILITATING MAGNETO TIMING

Tell-Tale Lamp Devised to Serve the Purpose—How It is Applied and How It Operates.

For purposes of accuracy and celerity in magneto setting, a British manufacturer of ignition specialties has produced a small tell-tale lamp especially adapted to be used when timing the magneto and so contrived as to render that operation much more rapid and certain than is possible by the ordinary methods of procedure. The lamp itself is of four-volt capacity and is mounted in a small wooden case in which it is thor-

cumstance furnishes a simple and accurate method of determining the exact instant of separation of the points and is claimed to be much more accurate than that whereby the point of interruption is determined by mere inspection of the contact breaker alone. The current being so sensitive in action, the location of the breaking point may be determined with accuracy.

Motorcycles at Quakers' Show.

Although only three makes of motorcycles were exhibited at the Philadelphia automobile show, which was held in the Third Regiment Armory this week, today (Saturday) being the final day, they were grouped in one spot instead of being scattered in various parts of the building as in former

SOME FAULTS OF PRIMING PINS

Why One Expert Prefers a Rubber Bulb for "Tickling" the Carburetter—Breaks up the Fuel.

"Carburetter priming pins are fitted ostensibly to furnish a means of flooding the spray nozzle to produce a rich mixture to facilitate easy starting, and while they perform this function after a fashion, they leave much to be desired," says one who has delved into the subject. When the pin is depressed the gasoline trickles over the top of the spray nozzle and drips down through the main air port, leaving a volume of rich gas



"MOTORCYCLE ROW" AT THE PHILADELPHIA SHOW

oughly protected and through the open top of which its light may be seen. A double insulated conductor cable is used to connect the device with an ordinary ignition accumulator, while a third wire is led to the contact breaker of the magneto which it is desired to time. A metallic foot on the device enables it to be "grounded" on some part of the motor while the operation is in progress.

When it is to be used, a sheet of paper is slipped beneath the carbon contact of the contact breaker to prevent the primary current from being grounded through the armature. The armature is then rotated slowly. Whenever the points of the contact breaker come together, the light will glow; but as soon as they are separated the light will be extinguished. This cir-

years, and, despite their lack of numbers, made a formidable showing, as the accompanying illustration shows. The machines displayed were the Yale, New Era and C. V. S., the first two being shown by the local agents, while the latter is a local product and was exhibited by its makers, the C. V. Stahl Motor Works.

Remarkable Work of Motorcycle Cop.

That the motorcycle is a valuable asset to a police force is the testimony of P. W. Riffle, of the Canton (O.) police force. Riffle was placed on a motorcycle four months ago and he writes that since that time he has covered 2,689 miles, answered 882 special calls and has made a total of 264 arrests. He states that he has had no mechanical trouble whatever.

in the inlet pipe, which is drawn into the engine without being properly mixed. In fact, some of the vapor enters the cylinder in a liquid state, which gives a slow burning mixture and tends to soot the walls of the combustion chamber. It is the contention of the investigator that a more perfect starting mixture could be obtained by attaching a small rubber bulb to the float chamber for priming, instead of the usual push pin. It is obvious that squeezing the bulb would force a fine jet of gasoline out of the spray nozzle, and cause it to be well broken up against the walls of the pipe, so that when suction occurred the vapor and air would be thoroughly mixed, and when compressed would ignite more rapidly and leave no deposit.

The bulb, which can be obtained in a

wide variety of forms at any drug store, may in some types of carburettors be attached to the sleeve or collar which forms a guide for the priming pin, first removing the latter. If impracticable, a piece of tubing of small diameter and about half an inch long may be soldered to the top of the float chamber, first drilling a hole in the latter so that the pipe will open into the interior of the chamber. The bulb then may be slipped onto the tube and fastened with fine wire or thread. The action of the bulb on the spray nozzle will be readily understood by those who are familiar with the atomizer, which occupies a prominent place in milady's boudoir and the tonsorial parlors.

"Easy Money" for the Railroads.

How the railroads and express companies are making money in an easy fashion as the results of the requirements which are enforced in the shipping of motorcycles, strikingly was brought to the attention of the Motorcycle Manufacturers' Association by F. C. Robie, of the Excelsior Supply Co., Chicago, in his recent report dealing with freight rates. It consists in charging motorcycle rates for the lumber used for crating, the rate for motorcycles being $2\frac{1}{2}$ times first class, or many times in excess of the rate for lumber itself.

It is required that when motorcycles are shipped they be thoroughly crated. As pointed out by Robie, a motorcycle itself weighs from 160 pounds upward, while the crate in which it is contained amounts to 75 or 80 pounds, so that in many cases the crate alone weighs half as much as the machine, making in effect a charge on the lumber in the crate which is as much as the charge on the same amount of lumber multiplied by a big figure. The motorcycle manufacturers are pressing for more favorable rates from the railroads and express companies, not only for themselves but for the whole trade and for owners, the matter of the charges on the crating cutting no small figure.

Why Oil Windows Should be Cleaned.

Crankcase oil windows undoubtedly have saved many an engine from ruin by indicating the amount of oil in the base, but this service is rendered only while the interior of the engine is visible and when the inner face of the glass becomes coated with gum or viscous substances, as all do in time, the window ceases to be of assistance. In fact, the quality of the oil used and the frequency with which the engine base is flushed out with kerosene have considerable bearing on the degree of cleanliness of the window. Owing to their close fit in the casing, windows are sometimes difficult to remove, even after they have been loosened, and this operation often will be facilitated by applying the school boy's "tick-tack-too" to the window, the suction of the rubber washer tending to hold it to the glass so that the latter can be easily withdrawn with the string.

MEMORIAL FUND NEARS \$2,600

Another Subscription from Boston Adds to the Amount—How the Subscription List Now Stands.

One subscription of \$25 was this week added to the fund for the erection of a memorial to the late Colonel Albert A. Pope.

It came from C. P. Jaynes, of Boston, and swells the total to \$2,594.60. The standing of the fund to date is as follows:

Bicycling World Co., New York....	\$100.00
John S. Leng's Son & Co. New York	25.00
Will R. Pitman, New York.....	5.00
St. Louis Cycling Club, St. Louis, Mo.	59.00
R. F. Kelsey, New York	10.00
R. G. Betts, New York	20.00
J. J. O'Connor, New York	2.00
A. C. Church, Englewood, N. J.....	5.00
Miss F. A. Clark, Hartford, Conn....	2.00
F. B. Widmayer, New York	5.00
Elliott Mason, Westfield, N. J.....	10.00
Consolidated Motorcyclists, Inc., Keene, N. H.....	10.00
Original employes of Hartford Rubber Works Co., per E. H. Brandt—	117.00
Present employes of Hartford Rubber Works Co.....	12.00
Persons Mfg. Co., Worcester, Mass.	100.00
F. P. Prial, New York.....	10.00
James Joyce, New York.....	25.00
W. J. Morgan, New York.....	5.00
Amos Shirley, New York.....	10.00
Eclipse Machine Co., Elmira, N. Y..	10.00
R. D. Garden, New York.....	25.00
D. J. Post, Hartford, Conn.....	25.00
L. M. Wainwright, Indianapolis.....	25.00
John C. Wetmore, New York.....	10.00
Emil Grossman, New York.....	10.00
Hearsey-Willis Co., Indianapolis....	10.00
F. A. Baker & Co., New York.....	10.00
B. F. Goodrich Co., Akron, O.....	25.00
John S. Prince, Springfield, Mass....	5.00
W. H. Crosby, Buffalo, N. Y.....	10.00
S. A. Miles, New York.....	25.00
Great Western Mfg. Co., Laporte, Ind.	5.00
Henry Goodman, New York.....	5.00
James E. Sullivan, New York.....	10.00
Motorcycle Pub. Co., New York....	10.00
A. J. Musselman, Chicago.....	5.00
F. J. Wagner, New York.....	10.00
Burley B. Ayres, Chicago.....	5.00
Diamond Rubber Co., Akron, O.....	25.00
G & J Tire Co., Indianapolis.....	25.00
Robert Bruce, Clinton, N. Y.....	5.00
Officials, office employes and traveling men Pope Mfg. Co., Hartford.	383.00
Employees Pope Mfg. Co., Hartford factory	326.60
Continental Rubber Works, Erie, Pa.	25.00
A. G. Batchelder, New York.....	10.00
Hendee Mfg. Co., Springfield, Mass..	25.00
Alexander-Seewald Co., Atlanta, Ga..	10.00
Emblem Mfg. Co., Angola, N. Y.....	10.00
C. T. Kilbourne, New York.....	5.00
New Departure Mfg. Co., Bristol, Conn.	100.00
Theodore F. Merseles, New York...	25.00
A. D. Peck, Boston, Mass.....	5.00
W. D. Wilmot, Fall River, Mass....	10.00
Century Road Club of America.....	10.00
Fred E. Mommer, New York.....	5.00
John H. Valentine, New York.....	10.00
Walthour & Hood, Atlanta, Ga.....	10.00
Badger Brass Mfg. Co., Kenosha, Wis.	10.00
A. L. Garford, Elyria, Ohio.....	100.00
Frederick G. Bourne, New York.....	10.00
Fisk Rubber Co., Chicopee Falls, Mass.	25.00
The Standard Co., Torrington, Conn.	25.00
E. G. Robertson, Baltimore, Md....	1.00
Harry W. Turner, Manchester, Eng.	1.00

Kirk Munroe, Coconut Grove, Fla..	5.00
Joseph Goodman, Hartford, Conn...	25.00
Ralph Temple, Chicago.....	10.00
Dai H. Lewis, Buffalo, N. Y.....	10.00
C. E. Peterlin, Grand Rapids, Mich..	15.00
Arthur N. Jervis, New York.....	5.00
S. Wallis Merrihew, New York.....	5.00
A. Schrader's Son, Inc., New York..	15.00
Charles E. Miller, New York.....	10.00
W. W. Stall, Boston, Mass.....	10.00
Century Road Club Association.....	15.00
American Wood Rim Co., Onaway..	25.00
Fred C. Gilbert, Detroit, Mich.....	5.00
Kokomo Rubber Co., Kokomo, Ind...	25.00
Friends in Boston, Mass.....	200.00
James A. Quigley, Boston, Mass....	5.00
Empire City Wheelmen, Brooklyn, N. Y.....	16.00
L. J. Berger, Chicago, Ill.....	5.00
Century Road Club of America, New Jersey Division.....	5.00
Frank M. Dampman, New York.....	5.00
H. A. Glieman, New York.....	5.00
C. H. Gray, St. Louis.....	5.00
E. C. Stearns, Syracuse, N. Y.....	10.00
D. P. Harris Hdw. Co., New York..	25.00
J. Walter Thompson, New York.....	100.00
Herman F. Cuntz, New York	15.00
W. E. Metzger, Detroit, Mich.....	25.00
C. P. Jaynes, Boston	25.00

Concerning Cycling in Canada.

"A cycling suit is something I have not seen in the two years I have lived here, the reason being, I think, that wheeling as a pastime is impossible," writes a Toronto (Canada) rider to an English publication. "Outside the city limits the roads are what an English wheelman would dub impossible, since, though about 60 feet wide, there is just one well-defined cart track in the center, two 3-inch ruts and a path made by the horse. All the main roads in the city are asphalted or wood blocked, and so also are many of the lesser roads, and, as rapidly as funds will permit, all are being asphalted. As at home, we suffer at the hands of the gas man, the telephone man, the water man and any other man with half an excuse for destroying the road surface, not forgetting the motorist, whose numbers are greater in proportion to population than on your side. But the road hog is the Toronto street railway, the only means of transit, saving for the taxi, in all Toronto. The cars, as big as the London cars, but single decked, pound along at about 10 miles per hour, so that the best track is a wreck in a year or so, making all the main roads a terror for the timid wheelman. So the only use for a bicycle is to go to and from business. We cycle in winter in overcoats, with the temperature from 10 above to 10 below zero, with a road of frozen snow."

New Haven Club Joins F. A. M.

Following the example of most of the other important clubs, the New Haven (Conn.) Motorcycle Club has decided to affiliate with the Federation of American Motorcyclists. Action was taken at the last meeting.

The Century Road Club Association will hold its tenth annual reunion dinner Saturday evening, February 12. As usual, it will take place at Terrace Garden.

CARBURATION FOR FLEXIBILITY

Considerations Confronting the Designer of a Flexible Motorcycle Engine—Some Complexities Explained.

Perhaps no desire in connection with motorcycle development is more frequently or fervently expressed than that which is encompassed by the brief wish for greater flexibility. More power is easily enough obtained. Less power is equally obtainable. It is the blending of the two, so that a machine that will "do things" to a nice piece of level road also will climb grades, and so that a mount that will dust up a few hills also will yield to the demands of traffic regulation in a crowded city street.

Flexibility, as a fetich applied to the breeding of motorcycles, means uniform adaptability to a wide variety of conditions. The truly flexible machine, for example, must carry a long man as comfortably as a short one; a fat man as well as a lean. But above all, it must "level the hills," iron out the rough places and respond to the mood of its master as obediently as does the good old pedal bicycle. Indeed, not until the control of a motor bicycle has become as simple and subconscious as the mere act of pedaling a safety bicycle, will it be wholly fair to the machine itself to say that the ideal has been attained.

As is perfectly well known, the kernel of the difficulty lies in a husk of complex scientific matter which has not been wholly plucked apart as yet, though what lies within it is pretty well understood, as the performance of the present-day motorcycle ably attests. So complex are the processes which have to be carried out in order to complete the cycle, and so rapidly do they succeed one another, that the average engine performs far more advantageously at one particular speed than at any other.

The precise occasion for this peculiarity is hard to explain in a few words, but it may be said to be due to questions of carburation quite as much as to anything else. Ignition also is involved, as are the proportions of the valves and parts, the balance of the moving parts, and, to an important extent, ignition. The result is that while it is comparatively easy at the present time to design a motor which will run well and economically at a certain fixed rate of speed, so soon as it is attempted to vary either the power or the speed, or both, numerous complications arise.

Thus, while it is perfectly possible to make a gasoline engine sufficiently flexible to run at a wide variety of speeds, and while this possibility is increasing with the skill and experience of the designers, it is by no means a simple thing to achieve. Indeed, it is thought by some engineers that its complete solution may involve the entire overthrow of present standards of construction. Such being the case, the very

natural suggestion is to let the engine take care of itself for the time being, and to introduce between it and the rear wheel some form of variable gear. While not completely solving the problem, this affords a big lift in the right direction, especially when it is considered that many motors already are subject to some variation in power and speed without being materially affected as to the success of their operation.

On this very logical basis the two-speed gear at last has been recognized by a number of motorcycle manufacturers, and its use is constantly gaining favor. It must not be supposed, however, that the mere adoption of the two-speed gear and free engine by any means solves the problem of flexibility, or relieves the manufacturer of the burden of continuing to improve upon the performance of the "business" end of



the machine. Two speeds, or even three, are not enough, and the requirement for flexibility in the engine, though not as strong when the variable gear is used as otherwise, yet remains a very important requirement.

In attempting to discover how the engine may be rendered more flexible, it is necessary to consider independently the processes of generating and introducing into the engine the combustible gas from which the power is derived; the manner in which the energy in the gas afterward is translated into power, and finally the way in which the power thus created is converted into rotary motion at the crank shaft. So complex are the various incidental circumstances attending these three processes, that it is practically impossible to study them, except by taking them one at a time. Naturally, carburation comes first in order, and it is a subject which it is safe to say cannot be investigated too thoroughly. The other subjects well may be treated by themselves.

It may be taken as a matter of course that the internal combustion engine requires

for ideal service a gas of perfectly uniform equality under all running conditions. To secure a perfect mixture for any one engine speed and any one load, is relatively a simple matter. When it is attempted to vary either the speed of the engine or the load upon it the problem at once becomes much more difficult, so long as it is desired to make whatever modifications of adjustment are necessary by automatic means.

The underlying difficulty, as it exists in the ordinary form of simple carburetter, is pretty generally understood. For the benefit of those who are not thoroughly familiar with the principles involved, however, it may be explained that the varying quality of the mixture arises from the fact that air, gasoline and gasoline vapor, all of which are handled by the carburetter, are of different density, or, in other words, that at the same temperature one cubic inch of air would weigh less than a cubic inch of either gasoline or its vapor.

In consequence of this, both gasoline and its vapor are slower in responding to the "drag" of the engine suction than is air. This tends to cause leanness in the first part of each charge. Also, toward the end of the suction stroke, their greater density causes the gasoline vapor and any particles of liquid gasoline which may be carried along with the gas to have more momentum than the air. Hence, when the valve closes suddenly, or even when the gas is diverted suddenly from its course, as by a sharp bend in the induction pipe, the mixture tends to be enriched slightly, while any liquid particles may be condensed against the walls of the pipe or port.

These same relations tend to cause variations in the relative strength of the mixture whenever the speed of the engine changes. If the position of the throttle is altered, thus varying the quantity of gas taken into the cylinder and its velocity, the effect is the same. With a rapid flow of air more fuel will be drawn from the jet than when the suction and consequently the rate of flow of the air is lower. The result of this is to tend to cause a richer mixture to be delivered to the engine at high speeds than at low.

This tendency makes little difference, so long as it is not desired to vary the speed of the engine materially. Starting may be accomplished by priming the cylinder, flooding the carburetter or partially closing the air inlet to the carburetter temporarily. Once in motion and with a uniform load, so that speed is not altered, the engine will run satisfactorily. As soon as a steep hill is encountered with such a carburetter, however, the decreased speed of the motor lowers the suction, and not only diminishes the quantity of the gas, but decreases its energy per charge; makes it leaner, in other words. To counteract this tendency, the skilful rider may altar the position of the air shutter and get along pretty well; the unskilful rider may alter the position of the air or skipping engine, or he must walk. This method of regulation also possesses the

further disadvantage that upon reaching the level again after ascending a grade, the air adjustment must be altered to suit the new conditions.

More complex methods of adjustment also have been tried in the past in which both the air and fuel flows could be regulated from the seat. Such systems hardly can be expected to give the ideal of flexibility, however, since they provide only for constant conditions following each change in adjustment. Moreover, as the number of adjustments multiplies, the amount of skill required to operate the carburetter successfully is increased. This obviously is directly opposed to the first principle of mechanical improvement, which is that refinements always should be in the direction of simplicity.

When it comes to a question of automatic regulation of the mixture, three distinct and different theories are found to exist, each with its own practical adherents in the field. Because of their widely different conceptions of the conditions involved, each of the three must be considered by itself.

Because with a constant jet and constant air opening, the mixture tends to be enriched as speeds increase, it is a very natural and plausible idea that a constant mixture may be secured by introducing pure air into the mixing chamber or the intake pipe itself by way of a spring-controlled valve. When the suction increases beyond a certain point, the pressure of the atmosphere on the outside of the extra air valve causes the valve to be unseated and permits a certain amount of air to enter the mixture. The result of this action is two-fold: it dilutes the mixture and it also weakens the suction. The greater the suction the wider the opening of the valve; hence, a properly proportioned valve and a spring of proper strength cause the mixture to be regulated to fairly constant proportions, so long as the throttle is open.

When the throttle is partly closed, however, the effect of reducing the area of the gas passage leading to the engine is to increase the velocity of flow. This, in turn, has much the same effect as increasing the suction. On this account, if the auxiliary air spring be a very weak one, there is some tendency for the valve to open, both at low and high speeds, resulting in starting troubles and backfiring when it is attempted to run very slowly. If the spring is stiffened to obviate this difficulty, there is apt to be a point intermediate between low and high speeds when the mixture will be too rich.

Because of the difficulty of correctly proportioning the extra air device, some experts incline to the belief that better results can be secured by having the extra air valve a plain one, usually of the butterfly type, but interconnected with the throttle in such a way that as the throttle is opened, the air valve also will be opened. This arrangement works satisfactorily, so long as the load is constant. But suppose a machine to be retarded by a grade, the open throttle, which is necessary in order to obtain the

full power required of the engine, presents exactly the same carburetter conditions that prevail when the machine is running at full speed. Hence, more air is admitted above the jet than is required at that speed. A weak mixture tends to result, and is only to be prevented by making the original adjustment in such a way as to average over all possible running conditions.

Various combinations of this principle are to be found in service, one of the most ingenious being an English device, in which in addition to the compensation afforded by the interconnection between the throttle and air valves, a further adjustment is made possible by the jet construction. This provides a number of different sized orifices leading into the jet, any one of which may be brought into service by rotating the jet tube, by means of an external handle.

All things considered, perhaps the most promising system of the three, though one not at first seeming as advantageous as the others, is the multiple jet. The idea of this is merely that of combining two or more carburetters in one. At low speeds, only one, and usually the smaller of the jets is in action; at higher speeds the second, and later the third, if three are used, come into action. By purely mechanical means, the action of the several jets is controlled through the movement of the throttle. Hence, when the throttle is partly closed, only the slow speed jet is working. When the throttle is wide open, the full action is taking place, and the resulting effect may be supposed to be the same as though a second or even two or three extra carburetters were coupled up to the single intake pipe of the engine.

Furthermore by correctly proportioning the passages of the section or sections of the carburetter which are used only on full throttle, the necessary correction for the tendency of the low speed section to over enrich the gas at high speeds may be compensated for. Even with this arrangement, however, it will be seen that the open throttle, slow speed or hill-climbing condition is not perfectly cared for. Hence, what amounts to a combination of all three types, is found in the "automatic, compensating, multiple jet" carburetter, in which the action of the jets is controlled by the throttle, and also by the suction. Such a carburetter has been produced for automatic service, and is said to be most satisfactory in its action. The plain type of multiple jet is the only one which has been applied to motorcycle service up to this time, so far as is known.

Considering the objections which exist in the case of each of the types mentioned, it may seem surprising that it is possible to secure the apparently smooth and flexible service which actually is attained with many machines. The answer is not far to seek when it is understood that while as commonly known, but one running mixture is possible, the actual fact is that through a certain range of varying proportions, it

is possible to make an engine run with a fair degree of success.

Those who have had experience with the adjustment of simple carburetters are well aware that while the engine will run with a "poor" mixture, there is but one point at which the sudden livening up of its performance indicates that the mathematically correct adjustment has been secured. With present compensating devices, it is generally possible to secure this "critical" mixture only with one set of load and speed conditions. Beyond that set of conditions, the mixture is only approximately correct.

It is to improving its range then, that the motorcycle designer must turn in an effort to improve the flexibility of the carburetter. But whether improvement is to be sought solely through improving the proportions of carburetting devices, or by the addition of more complex mechanical features, it is impossible to say, save by way of personal opinion. That the carburetter is open to a vast amount of improvement, is beyond question. That its development is the first and most logical step in improving the flexibility of the motorcycle engine, goes without saying. Just how it is to be improved, however, it is impossible to state in so many words. The variety of devices now in use is of itself sufficient indication that the requirements are at present ill defined, and subject to possible correction as they become better understood.

How to "Break in" a New Saddle.

"Breaking in" a new saddle is not always a pleasant task, particularly for the racing cyclist. A good method of softening a brand new hard saddle is to sponge the under part of the leather with hot water and soft soap for a quarter of an hour. After wiping off the moisture from the saddle, put on some old trousers and ride for a half hour, when the softened leather will mould itself to the shape of the body. If the saddle is to be used exclusively for racing an application of vaseline well rubbed in with the fingers will keep the leather soft and eliminate the soreness that is attendant to "breaking in" a new saddle.

Date Set for F. A. M.'s Special Session.

The special meeting of the general membership of the F. A. M., to pass on the revised constitution and by-laws, will be held in Chicago, at 1438 Michigan avenue, Thursday, February 10th, which is during the week of the Chicago show. The revision committee, which was appointed at the Indianapolis meet last August, practically has completed its work.

Wyatt Now Appointing Western Officials.

Charles Wyatt, of Indianapolis, who is the western vice-president of the Federation of American Motorcyclists, is organizing his district by the appointment of state commissioners. One of the first to be appointed is C. H. Lang, formerly president of the Chicago Motorcycle Club, who has been named commissioner for Illinois.



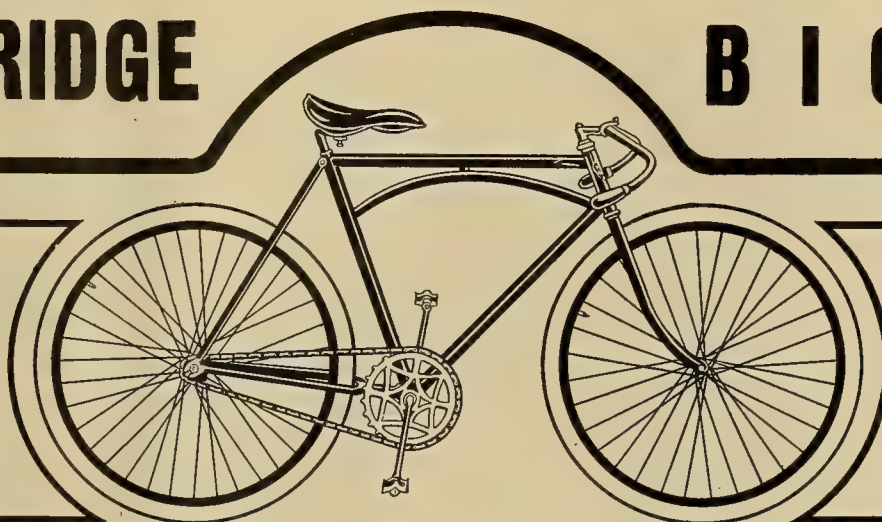
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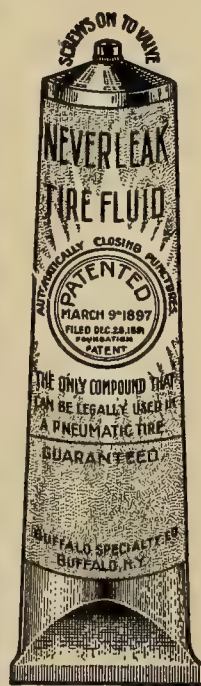
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CUT DOWN YOUR EXPENSE AND INCREASE YOUR SPEED AND POWER BY FITTING THE GENUINE WATA-WATA. It means more fun and less work; money in your pocket at the end of the season and victories and prizes in contests.

SPECIFY THE MAJESTIC WATA-WATA ON YOUR MOTORCYCLE.

Buy of your Dealer, or direct, remitting with order. A fastener free with each belt.



Is the only one made permitting the removal of rear wheel without removing stand. Only one holding frame at FOUR points, preventing straining and twisting of lower frame tubes. Is now fitted with lock bolts to prevent loosening of legs. Handsomest and most practical stand on the market. Price \$3.00
Dealers supplied only by jobbers. Jobbers supplied by

D. P. Harris Hardware Co., New York.

or
THE MAJESTIC MFG. CO.,
WORCESTER, MASS.

ODDS AND ENDS.

The famous Treptow track at Berlin, Germany, soon will be no more. The property has been sold and shortly the structure will be completely razed to make room for several blocks of tenement houses.

Another claimant for "punctureless mileage" has appeared. He is A. L. Ewen, an Englishman, who purchased a pair of tires in April, 1907, and says that since that time he has ridden 14,000 miles without a puncture.

The Aurora (Ill.) Motorcycle Club has elected the following officers for the ensuing year: President, John Baltazor; vice-president, Charles Hinckley; secretary, H. Burns; treasurer, Charles Soln, and captain, R. V. DuSell.

Ephraim Ball, of Ball & Co., Inc., 69 Plume street, Norfolk, Va., has been appointed state commissioner of the Federation of American Motorcyclists for Virginia. Ball is one of the pioneer motorcyclists of the Old Dominion state.

The Curbstone Wheelmen, of Baltimore, Md., have elected the following officers for the ensuing year: President and secretary, Herman Klag; vice-president and treasurer, John Grimmel; first lieutenant, George Berg; second lieutenant, Nicholas G. Grimmel; color-bearer, Harry Stuler.

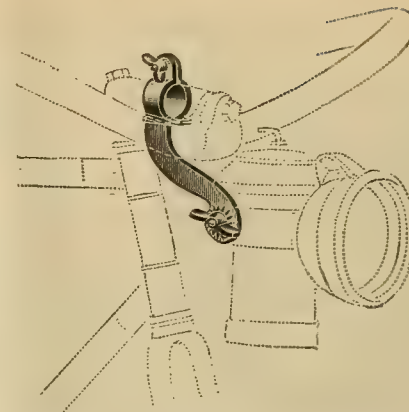
Georges Longuemare, a son of the founder of the firm bearing his name, has been created a Knight of the Legion of Honor for services rendered to the motorcycle and automobile industries of France. At one time the Longuemare carburetter was a standard fitment of all foreign motorcycles.

And now London has caught the six-day race fever. The race will not, however, take place until the summer of 1911. As the place selected for the grind—the Holland Park Skating Ring, with 75,000 square feet floor space—is an indoor location, the failure of the event safely may be predicted. An indoor six-day race in the summer time!

The date for the Tourist Trophy race definitely has been fixed for Thursday, May 26, the Isle of Man being the venue. Twenty-one entries thus far have been received, America being represented by five machines—two entered by W. H. Wells, manager of the London depot of the Hendee Mfg. Co., and three by the American company itself.

M. Durand, the manager of the new winter track in Paris, where the first six-day race in that city will take place the first week in February, has announced the following prizes: First, \$1,000; second, \$600; third, \$450; fourth, \$300; fifth, \$250; sixth, \$200; seventh, \$150, and eighth, \$100. It should be remembered that \$1 goes farther in Paris than in New York City.

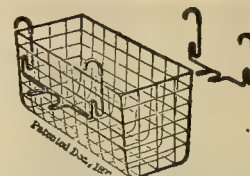
"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.



Lamp
Bracket
for
Extension
Handle
Bars
and
Short
Head
Frames.

Adaptable
for
Motor-
cycles.

A. NELSON MANUFACTURING CO., 566 Randolph St., Chicago, Ill.



DOW'S
BICYCLE LUGGAGE
CARRIER

Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

DOW WIRE AND IRON WORKS, Louisville, Ky.

Supplee Hardware Co.

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BICYCLES AND SUNDRIES

Prompt and complete shipments

EVERY LIVE DEALER

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Duckworth Chains

Whether for bicycles or motorcycles they always are in demand, and not to carry a stock of them is to lose business. Duckworth Chains are the standard.

DUCKWORTH CHAIN & MFG. CO.,
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THE SIDNEY B. ROBY CO.,

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Bicycle and Motorcycle Sundries

GET OUR PRICES

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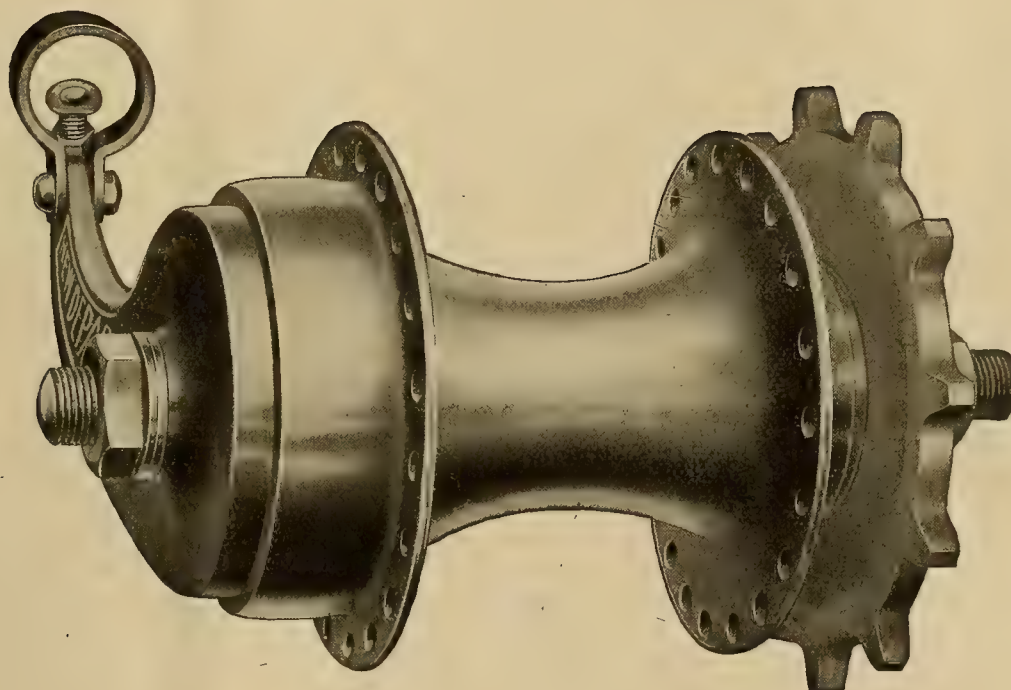
Only Good Ones

THE CHANDLER CO., Springfield, Mass.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

New Departure

INTERNAL EXPANDING BAND



COASTER BRAKE FOR MOTORCYCLES

is positively the last word in a coasting and braking device for high or low powered motorcycles.

Its dependability, strength and effectiveness have been proven by riders everywhere on highway and race track.

It is the ideal equipment because it completely eliminates brake troubles motorcyclists have experienced.

It is mechanically impossible for a new brake to wind up, bind or lock.

It cannot cut into the brake drum.

It will not "feed up" or drag the pedals when coasting.

It responds instantly to the slightest back pedal pressure.

Parts are heavy and practically indestructible.

Powerful enough to stall high powered motors.

Is fully guaranteed.



Brake Band and Lever.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors.

Paris Track Standardizes Motor Pace.

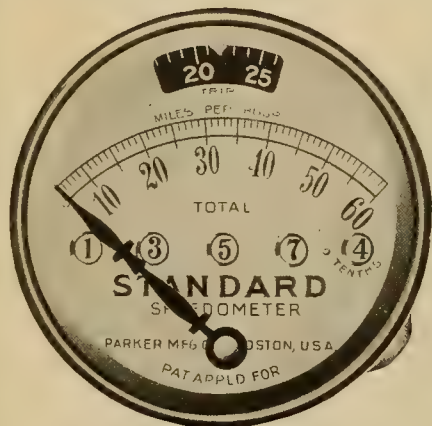
The managers of the new Velodrome D'Hiver, which was to have opened in Paris last Sunday, have adopted an American idea which certainly should make motor paced bicycle racing far more interesting than has been the case in the past. The idea consists in nothing more or less than the use of standard pacing machines, so that each rider will, or should, receive the same pace, if the machines are working properly. In future motor paced racing, at least upon the Velodrome D'Hiver, will have the effect of testing the stamina of the rider rather than the excessive speed of the pacing machine. The complete machine that

has been chosen is much smaller than the pacing monstrosities formerly employed and the protection offered to the rider is less than was afforded by the big machines. The management has purchased sufficient machines to furnish spares should any of the motors go wrong during a race. The engine is a 12 horsepower twin Peugeot with mechanical valves. Formerly the battery and coil was a universal equipment for pacing machines; the new motorcycles have magneto ignition.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

Fight Enlivens a Six Days Race.

A six days race at Kiel, Germany, resulted in a victory for the team of Arend-Stabe, who covered 2,340.680 kilometers (1,453½ miles) during the week. Janke-Kendelbarker were second and Wittig-Rottnick third. The teams of Blau-Sonntag and Raedlein-Schulz were the other finishers in the order named. In the 92d hour Zeele and Rottnick collided and later had a fight. As the other riders sided with Rottnick, Zeele quit the race. According to all reports the race was not a great success. Considering the fact that he had completed the Berlin race only a week before, Stabe's performance was very creditable.



3 inch. 60 Mile

Complete with Shaft and Fittings \$15.00

The "STANDARD"

Motorcycle Speedometer

IS THE LEADER FOR 1910

Has stood the test of two years' use.

The police of several cities have replaced other speedometers with "STANDARDS" because "STANDARDS" remain accurate.

Special Fittings for every spring fork machine and patents are pending on our new Swivel nut fittings. We stand alone when it comes to the right kind of attachments. This is of vital importance.

Our new models have Trip as well as Season Odometer without extra charge, and you have a choice of either 60 or 80 mile dials at the same price.

Do not experiment, but get what is acknowledged to be the best Motorcycle Speedometer, and be satisfied. The "Standard" is the Leader.

Owners and dealers should send for our circular showing proper attachments for every make of spring fork. This cannot be had elsewhere.

We can now furnish fittings for the following 1910 spring fork machines: Indian, Merkel, R-S, Thor, Excelsior, Curtiss, Harley-Davidson, Yale, M-M, Marvel, Pioneer, New Era, N. S. U., Greyhound, Pierce 5 and 7, Racycle, Emblem, Reliance, S. D.

STANDARD THERMOMETER COMPANY

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(Successor to Parker Manufacturing Co.)

BOSTON, MASS.

Empire Tires

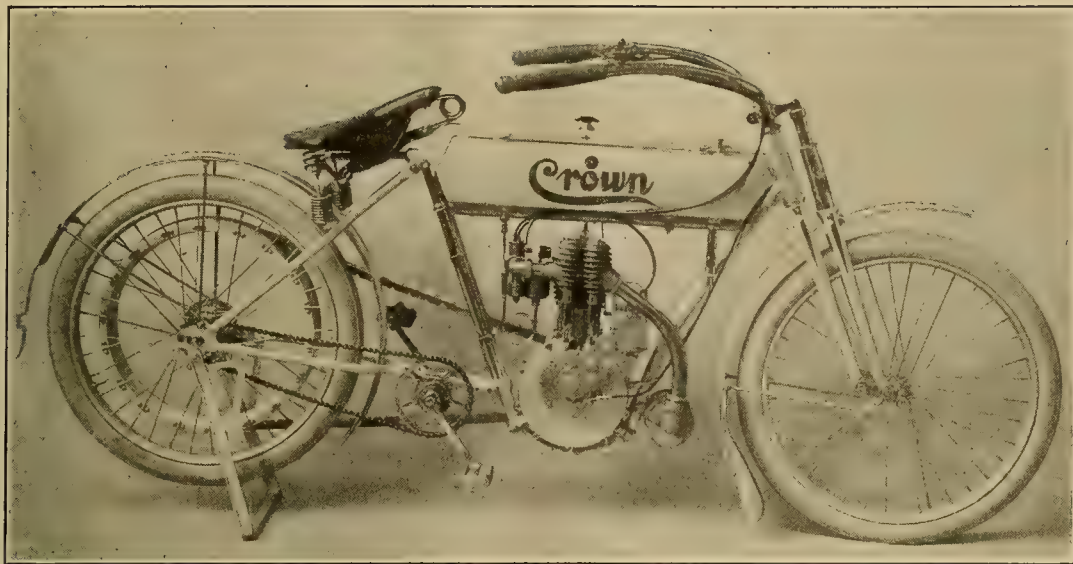
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EMPIRE TIRE COMPANY, Trenton, N. J.

BRANCHES—New York, Detroit, Chicago, Boston, Newark. AGENCIES—Atlanta, Ga., Dunham Rubber Co.; Atlantic City, N. J., Penn Auto Supply Co.; Buffalo, N. Y., Empire Sales Co.; Cleveland, O., Motor Supply Agency Co.; Denver, Colo., Denver Auto Goods Co.; Dallas, Tex., Munger Auto Co.; Jacksonville, Fla., Savell Rubber Co.; Los Angeles, Cal., Empire Tire and Rubber Co.; Minneapolis, Minn., Empire Tire and Rubber Co.; New Orleans, La., H. A. Testard; Norfolk, Va., Wm. H. Grover; Philadelphia, Pa., Penn Auto Supply Co.; Pittsburg, Pa., Consumers' Auto Supply Co.; Portland, Me., James Bailey Co.; Providence, R. I., Waite Auto Supply Co.; St. Louis, Mo., Gorman Bros.; Savannah, Ga., Harris Tire Co.; Toledo, O., W. G. Nagel Electric Co.; Boise, Ida., Randall-Dodd Auto Co.; Kansas City, Mo., Auto Specialty Co.; Toronto, Canada, Midgley-Campbell, Limited.

We have had it under way for a long time but now that we are absolutely sure that it is right, we are prepared to hear from agents and riders concerning the

CROWN MOTORCYCLE



The most thoroughly modernized and most beautifully finished machine ever offered.

Ball bearing motor, $3\frac{1}{4} \times 3\frac{1}{2}$ inches, developing more than 4 horsepower.

V-belt transmission, with Eclipse free engine pulley; magneto ignition.

Imported Brown & Barlow carburetter.

Low double bar frame; spring fork; 58-inch wheel base; 26-inch wheels; Corbin band brake. Fuel capacity, $2\frac{1}{2}$ gals. gasoline; 1 gal. oil. Feed pump with glass indicator; strainer in gasoline line.

Wide mud guards. Stand. Large tire pump.

It is simply impossible for anyone to build a better motorcycle or offer greater value; we have gone the limit.

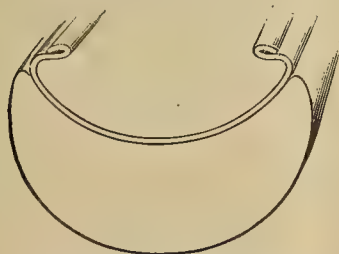
Write us and let us show you the way to genuine and unadulterated pleasure and satisfaction.

GOOD TERMS FOR GOOD AGENTS

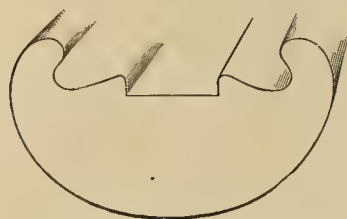
GREAT WESTERN MANUFACTURING COMPANY, Laporte, Ind.

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MANUFACTURERS OF THE
Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



Crescent. Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.

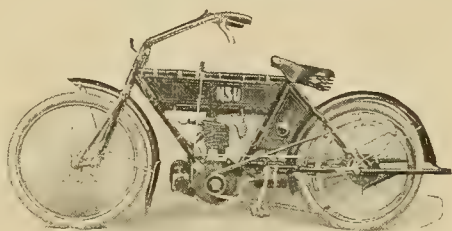
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It's Simply Perfect
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The 3 1/2 H. P. F. A. M. Model

will prove undoubtedly the most popular single cylinder motorcycle of the year.

Some motorcycles sell on looks, others on reputation, but the 3 1/2 h.p. F. A. M. Model respectfully claims both; not only that—it's powerful, speedy and silent, and will handle in heavy traffic and deep sand like a charm.

The equipment is a strong point, not stripped to the bars and sold cheap, but all accessories are included at the price, and a fine array is offered at that.

\$250.⁰⁰
2 Speed Gear

At a small extra charge.

**AN AGENCY WANTED
IN EVERY COUNTY**

Write today for our new 1910 Catalog "B."

N. S. U. MOTOR COMPANY

Members M. M. A.

206 W. 76th Street, New York

RECENT PATENTS.

930,443. Carburetter. Frank L. Vaughn and James R. McKenzie, Rochester, N. Y. Filed Dec. 14, 1908. Serial No. 467,454.

1. A carburetter comprising a pipe, an air valve seat in the pipe, an air valve arranged to lie normally in the valve seat, levers pivoted in the pipe in parallel relation, said levers being located in position for engagement by the valve when the valve is moved to open position, said levers having laterally extending fingers, an oil control needle valve including a stem, and spaced flanges carried by the stem, said fingers being engaged between the flanges, said levers being weighted to hold them normally with the valve stem in position to close the needle valve.

930,371. Vehicle Brake. Frederick Gettelman, Milwaukee, Wis. Filed Sept. 3, 1908. Serial No. 451,468.

In a vehicle brake, a frame, an axle secured thereto, a cone-bearing secured adjacent to one end of the axle, a sprocket-wheel hub revolvably mounted upon said axle having oppositely disposed ball-races, a series of balls interposed between the cone and one of the hub ball races, whereby end-thrust of the sprocket wheel is opposed, a sleeve loosely mounted upon the aforesaid axle opposite its cone bearing, the sleeve hub being provided with a cone bearing and exterior finger, sets of balls surrounding the sleeve cone bearing and other ball race of said sprocket wheel hub, a wheel hub provided with ball cups mounted upon the sets of balls, exterior threads surrounding the sprocket wheel hub, a nut engaging the threads, a leaf spring secured to the sleeve, the free end of which is adapted to have frictional engagement with the outer face of the nut, a flat faced end section, extending from the threaded portion of said wheel hub, a toothed clutch member slidably mounted upon the flat faced end section arranged to be engaged by the nut, a toothed face extending from the aforesaid sleeve for engagement with the slidable clutch member, a band wheel carried by the wheel hub, a band fitted thereto, means connecting one end of the band and frame, and means connecting the opposite end of said band and exterior sleeve finger.

931,056. Pneumatic Tire Plug. Joseph Glanz, Hartford, Conn. Filed Jan. 9, 1909. Serial No. 471,396.

A puncture plug for pneumatic tires formed with a centrally reduced body portion and having ends which diverge or flare outwardly on a curve from said reduced body portion and the bases of which are substantially flat.

932,328. Coasting Hub. Albert F. Rockwell, Bristol, Conn., assignor to The New Departure Manufacturing Company, Bristol, Conn., a Corporation of Connecticut. Filed Aug. 4, 1903. Serial No. 168,198.

1. In combination, a hub having a clutch face, a fixed support provided with a clutch face, a sleeve provided with clutch faces for alternately engaging the clutch face on the hub and the clutch face on the fixed support, a driver, and a connection between the driver and sleeve for operating the sleeve.

932,546. Motorcycle Frame. Carl O. Hedstrom, Springfield, Mass. Filed April 2, 1909. Serial No. 487,462.

1. A vehicle frame construction including tubular members, a stub element provided with longitudinal slits therein, and a bracing plate located in the slits of the stub.

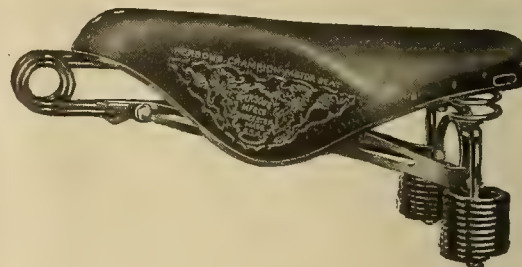
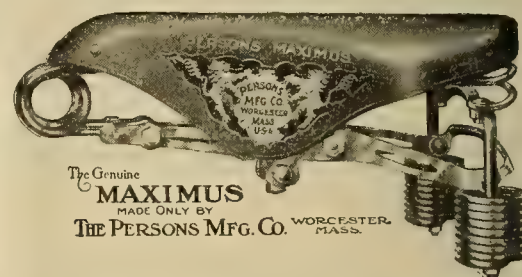
Why

Emulate the Duck Hunter?

"The price hunter is like the duck hunter: the game he bags usually costs him in time and trouble about ten times what it would cost if he had gone to a good place and paid a good price for it."

When You Require Saddles

why not get the best while you are about it and save all the doubt and disappointment that goes with the inferior sort?



There are few men who do not know, even if they all do not admit, that

PERSONS SADDLES

are so superior to the others that they scarcely are to be mentioned in the same breath. We probably could produce cheap saddles, but we won't do it. We value our reputation. Do you value yours?

PERSONS MFG. COMPANY
Worcester, Mass.

THE STEERING APPARATUS

of any vehicle that moves on land or sea is a mighty important part of the vehicle and is not to be selected indiscriminately. That is one of the reasons why the

Kelly Adjustable HANDLE BAR

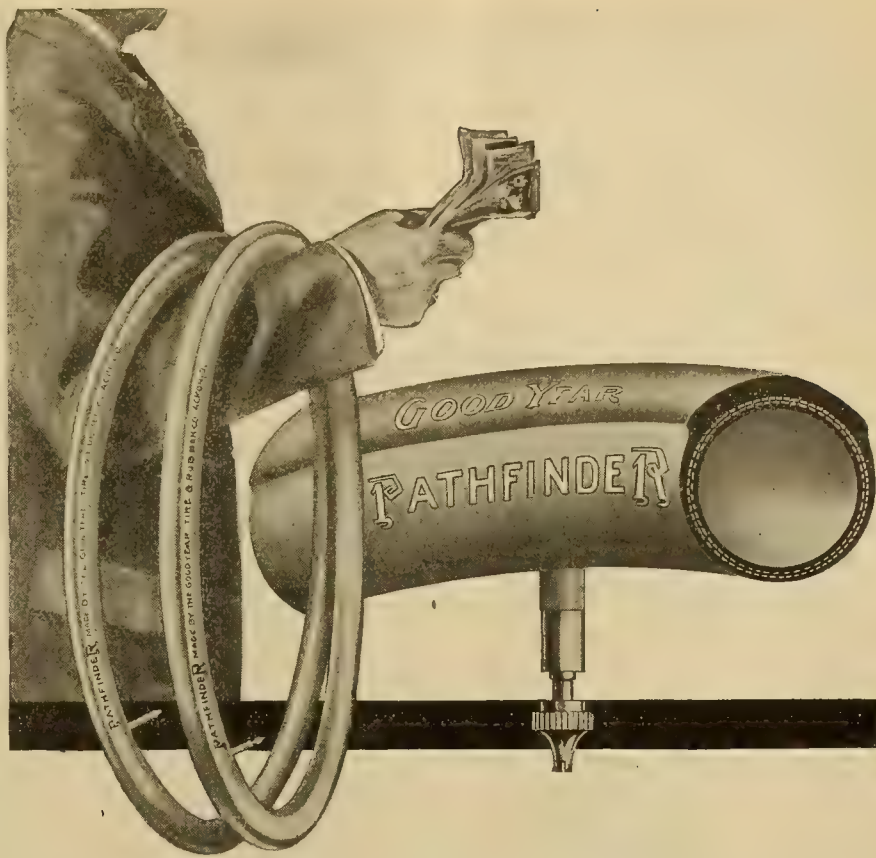
long ago became the standard "steering gear" of the best bicycles.



And this is due not only to its quality and reliability, but to the fact that its adjustability adds to the satisfaction of cycling by adding to the comfort of riding and making it possible for man, woman and child to meet varying conditions of road and wind as they arise.

KELLY BARS ARE WORTH INCLUDING IN YOUR SPECIFICATIONS.

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CLEVELAND, OHIO



You Make More Money on Tires

when your customers save money on tires by buying from you the kind that can be repaired—The Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back.

Pleased customers are also the best advertisers in the world. They bring others to you.

There's one secret of the Goodyear Pathfinder's wonderful popularity. It can be repaired either by plugs or vulcanization.

That gives the owner a run for his money.

A different story from that of ordinary tires, many of which will not take repairs at all.

Goodyear Pathfinder Single Tube Tires are made of the finest grade of Para rubber, as nearly pure as possible to put in a bicycle tire to vulcanize properly.

There are cheaper rubbers that would look just as well. We could even take rubber from old worn out tires, overshoes, etc., and make a tire that would pass muster as far as looks are

concerned. But it is service as well as looks that sell the Pathfinder.

The fabric in the famous Goodyear Pathfinder is a special closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

Notice the Pathfinder's cover—you never saw a tougher one. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

More than 600 dealers—one to a town in all parts of the country—are now doing a big business on the Goodyear Pathfinder. Are you one of these?

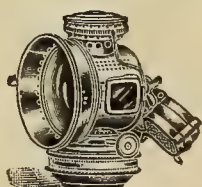
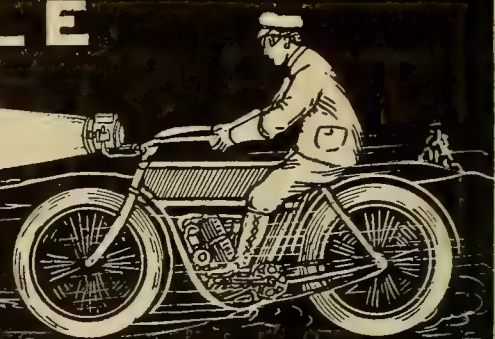
Write us if we are not represented in your town and see what there is in it for you. Start a letter today!

The Goodyear Tire & Rubber Company
Moal Street, Akron, Ohio

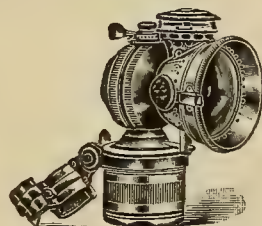
BRANCHES—Atlanta, 90 North Pryor St.; Boston, 669 Boylston St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 East 5th St.; Cleveland, 2005 Euclid Ave.; Denver, 28 West Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. & Broadway; Philadelphia, Broad and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; St. Louis, 3935 Olive St.; San Francisco, 545-551 Golden Gate Ave.; Washington, 1026 Connecticut Ave.

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Bicycle Oil.



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YOU KNOW the 20th Century Bicycle Lamps and
we want you to know the motorcycle line as well.

The Brackets Regularly Furnished
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Fit Every Motorcycle

having $1\frac{1}{5}$ ", $1\frac{3}{16}$ ", or $1\frac{1}{4}$ " tubing. Our Lamp No. 101
fits standard flat brackets as supplied by some makers.

SEND FOR CATALOG AND PRICE LIST.

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Motorcycle Generator, No. 10.
Sifting Carbide Basket.
10 Ounces Capacity.

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One Hundred Exhibits of Cars : First Opportunity to see the 1910
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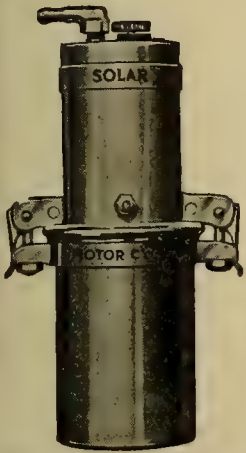
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But see to it that your machine is fitted with the new SOLAR motorcycle lamp and generator. That is the one outfit that will make your night riding safe. Ask any rider who has one what he knows about the Solar. It's dollars to cents he can't be induced to use anything else. Do you feel the same way about your present equipment?



**THE BADGER BRASS
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Two Factories:

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Don't Shake!

When you are motorcycling for pleasure—you don't want your bones shaken out of their sockets. Ride

THE FLYING MERKEL

if you want comfort. It's the only motorcycle with a spring frame and fork.

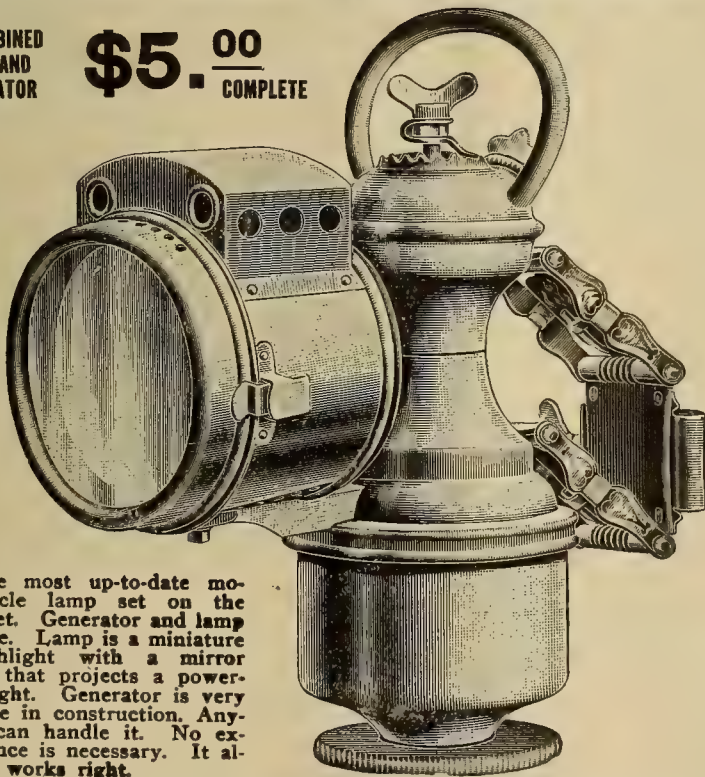
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Merkel-Light Motor Co.
POTTSTOWN, PENNSYLVANIA
MEMBERS OF M.M.A.

THE LAMP YOU'VE ALWAYS WANTED

A COMBINED
LAMP AND
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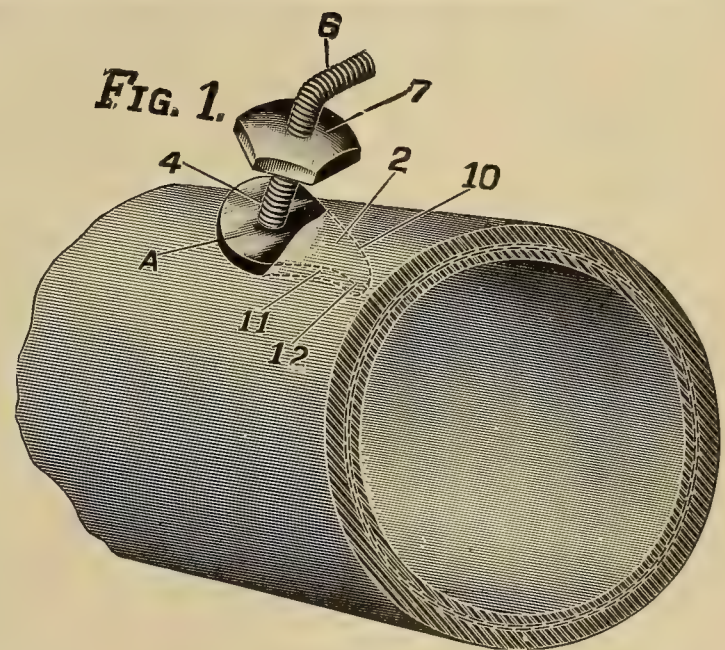
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COMPLETE



The most up-to-date motorcycle lamp set on the market. Generator and lamp in one. Lamp is a miniature searchlight with a mirror lens, that projects a powerful light. Generator is very simple in construction. Anyone can handle it. No experience is necessary. It always works right.

Lamp and generator are finished in nickel. Complete outfit weighs only 22 ounces. Generator is 7½ inches high. Lamp is 3 inches in diameter. Socket on lamp will fit any bracket. When ordering ask for No. 88.

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The Harris Brass Plug

NEW, SIMPLE AND EFFECTIVE

Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or pleyer.

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FOR SALE—1908 Indian $3\frac{1}{2}$ h.p., new rear tire never used; engine just from factory, overhauled, with 1910 valve gear, never run. First class condition. Bargain at \$125. **R. E. WILDER**, 527 Thomas Ave., Johnstown, Pa.

FOR SALE—2-speed gear, B. & C. make, will fit any chain driven machine with countershaft. Enclose stamp for reply. **J. P. LAUBACH**, Fairmount Springs, Pa.

FOR SALE—1908 Indian motorcycle, 5 h.p., twin cylinder, good condition; run less than 1,000 miles. For description write **D. C. KELLER**, Gilkey, N. C.

WILL exchange Ford runabout for 1909 twin cylinder motorcycle as part payment. **A. M. WEBSTER**, Lorain, Ohio.

RARE bargains in motorcycles, new and used; sundries at lowest prices. Get our catalog. **WHIPPLE**, the Motorcycle Man, 260 West Jackson Blvd., Chicago, Ill., U. S. A.

WANTED—Motorcyclists to know that we carry a full line of spare parts for Curtiss, Royal Pioneer, R-S, Thor and Indian motorcycles; as well as the best variety of high grade accessories manufactured. Reliable repairing done on the premises. **TIGER CYCLE WORKS CO.**, 782 8th Ave., New York. Phone 1268 Bryant.

FOR SALE—1909 F. A. M. model N. S. U. 6 h.p., white, plunger fork, handle bar control, foot rests and brake, Goodrich tires, white Bailey rear. In best of condition; run 1,500 miles. For quick sale \$225. **F. L. BERRY**, 1207 McGee St., Kansas City Mo.

FOR SALE—One Yale package car for delivery purposes. First class condition. Cheap for cash. **W. J. WALKER**, Danvers, Mass.

NEW MARVEL MOTORCYCLE

"The one you can't afford to let the other fellow sell in your locality."

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We make special
DROP FORGINGS
for motorcycles. Let us
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Our Catalogue is ready and will be mailed for the asking.

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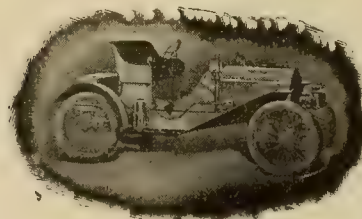
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Best Saddle for long distance.

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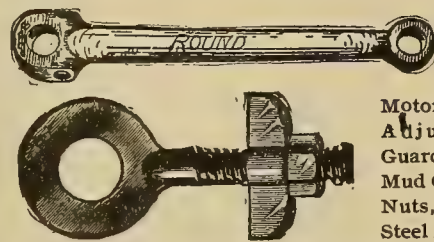
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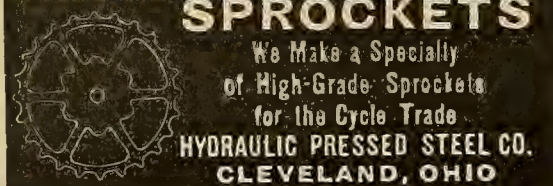
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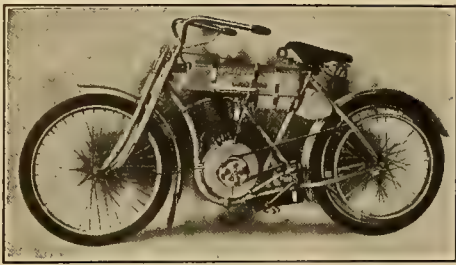
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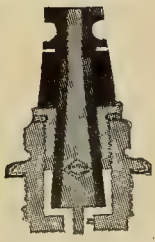
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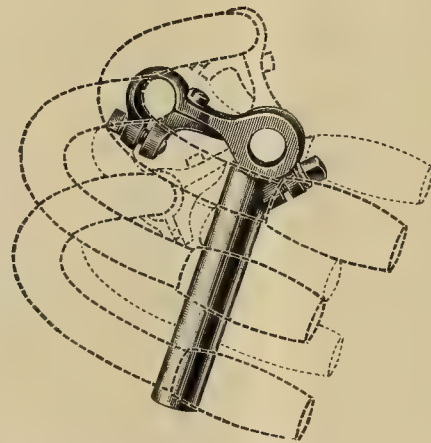
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It is the best because it is made especially for Motorcycle work, and as such it has been adopted by the foremost motorcycle makers of America.

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Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc.
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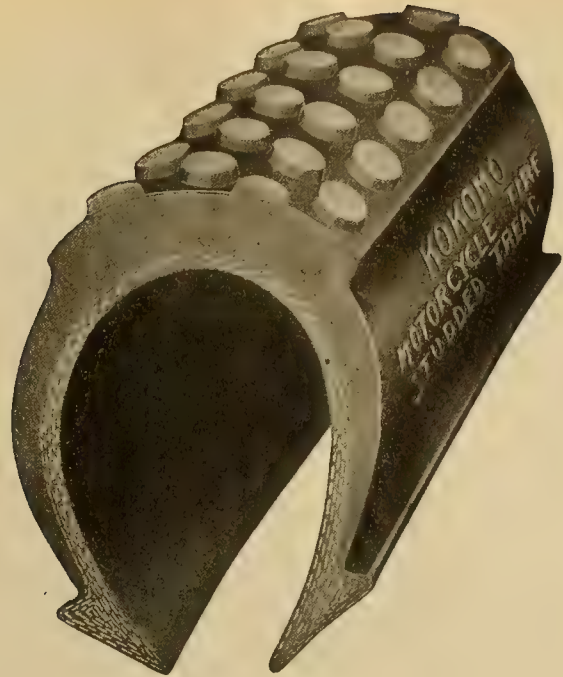


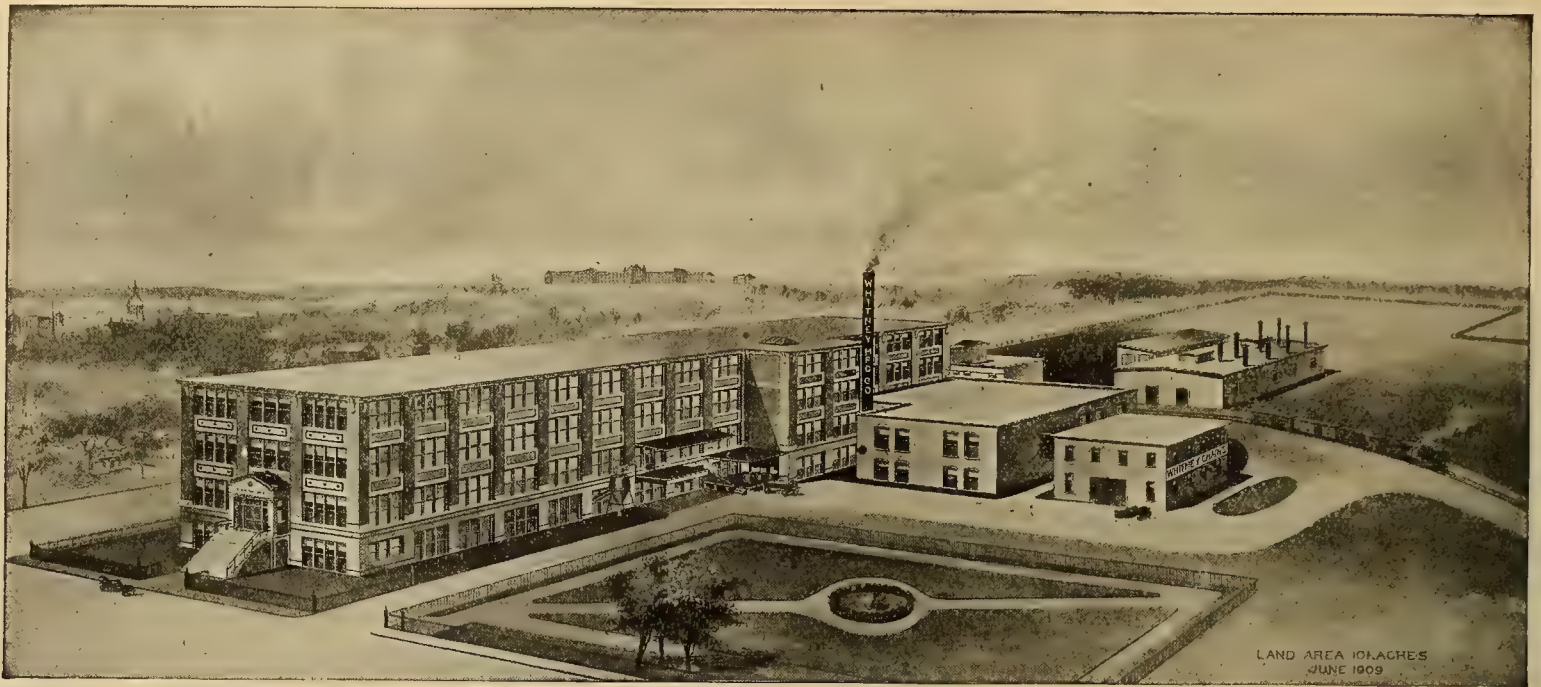
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as a
cyclist
or a
motorcyclist
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has
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Make
inquiry
and then
think it over.

It ought
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"Whitney" Chains are made in one of the most modern of American fire-proof factories.



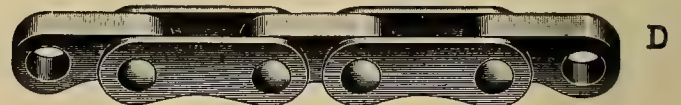
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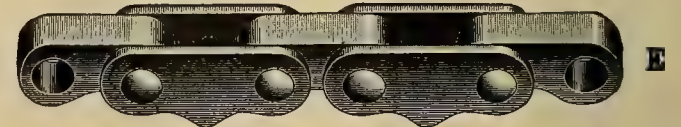
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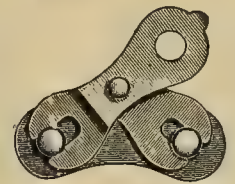
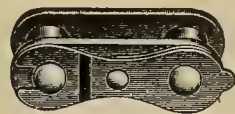


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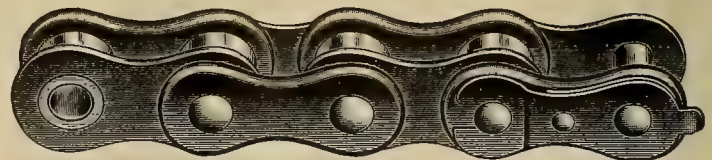
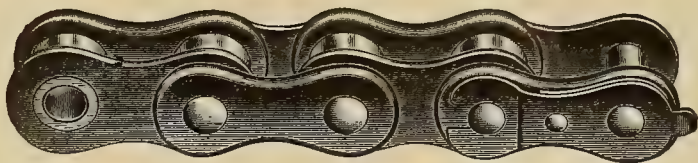


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Chains $\frac{5}{8}$ " Pitch
For Motorcycles, Etc.



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Morgan & Wright White Tread Motorcycle Tires

on your machine for the coming year.

Much more tread stock than you have been used to having in your tires—hence much more service.

Any manufacturer will be glad to equip them.

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We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

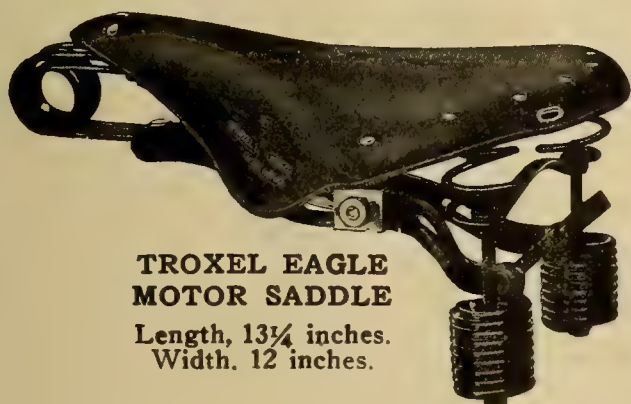
The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

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“The Saddles That TROXEL Make”
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Length, 13¼ inches.
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Add Finish
TO YOUR
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EAGLE CLIMAX
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Length, 12 inches.
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THAT TROXEL NEW WOOD BASE MOTOR SADDLE

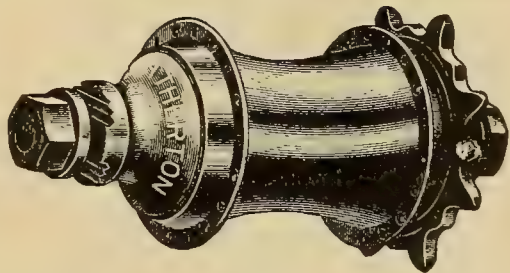
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a wood-base motor saddle without seeing this one.
It will be ready for delivery April 1st, but we
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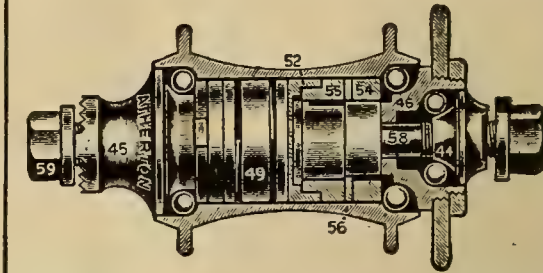
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All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

IT AVOIDS { Endwise Sliding Parts
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Operated by cams and levers

IT AFFORDS { Perfect Brake
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Pope Three-Plate Nickeled
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A glance will show that this fork is made on correct principles. It does not work with a sudden jolting movement as do many other kinds, but with a smooth even motion, as the fork adjusts itself to the irregularities of the road. When obstructions are met, or in the event of a collision the fork acts as an elastic buffer tending to prevent injury to the front wheel and frame.

The construction is strong, and large head cups and cones of special strength are used. The fork has none of the mechanical faults common to many other kinds.

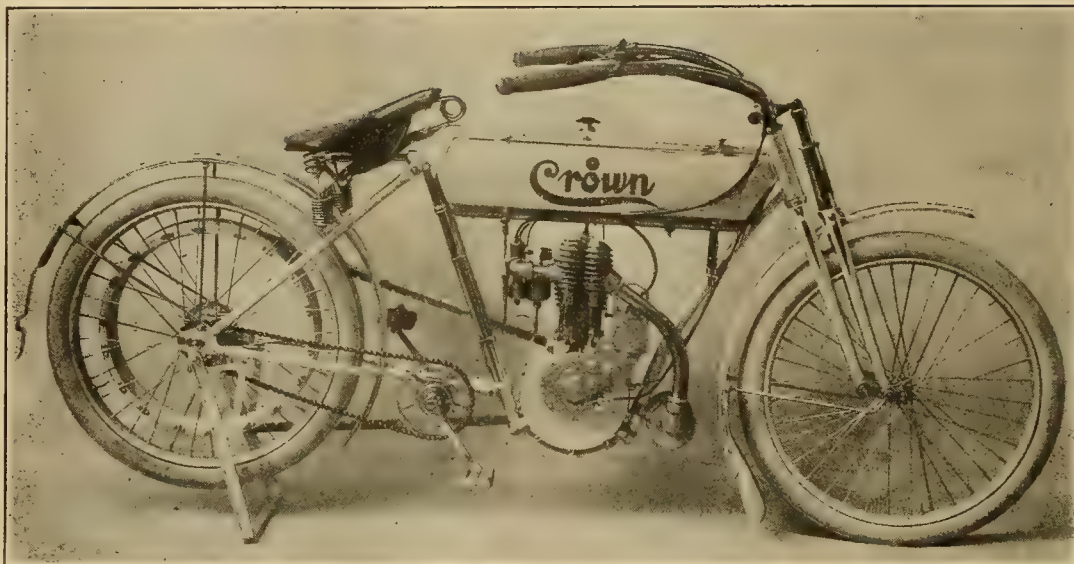
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The Pope Spring Fork helps the dealer sell bicycles, increases his profits and makes satisfied customers.

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Hartford, Conn.

We have had it under way for a long time but now that we are absolutely sure that it is right, we are prepared to hear from agents and riders concerning the

CROWN MOTORCYCLE



The most thoroughly modernized and most beautifully finished machine ever offered.

Ball bearing motor, $3\frac{1}{4} \times 3\frac{1}{2}$ inches, developing more than 4 horsepower.

V-belt transmission, with Eclipse free engine pulley; magneto ignition.

Imported Brown & Barlow carburetter.

Low double bar frame; spring fork; 58-inch wheel base; 26-inch wheels; Corbin band brake. Fuel capacity, $2\frac{1}{2}$ gals. gasoline; 1 gal. oil. Feed pump with glass indicator; strainer in gasoline line.

Wide mud guards. Stand. Large tire pump.

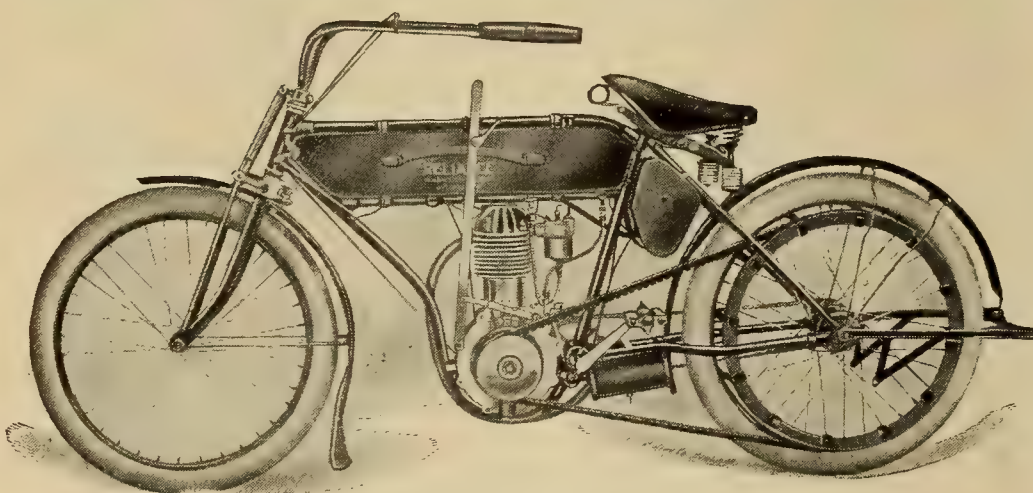
It is simply impossible for anyone to build a better motorcycle or offer greater value; we have gone the limit.

Write us and let us show you the way to genuine and unadulterated pleasure and satisfaction.

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Here Is What You Have Been Looking For—



Model C as above, complete with the two speed pulley, \$225.

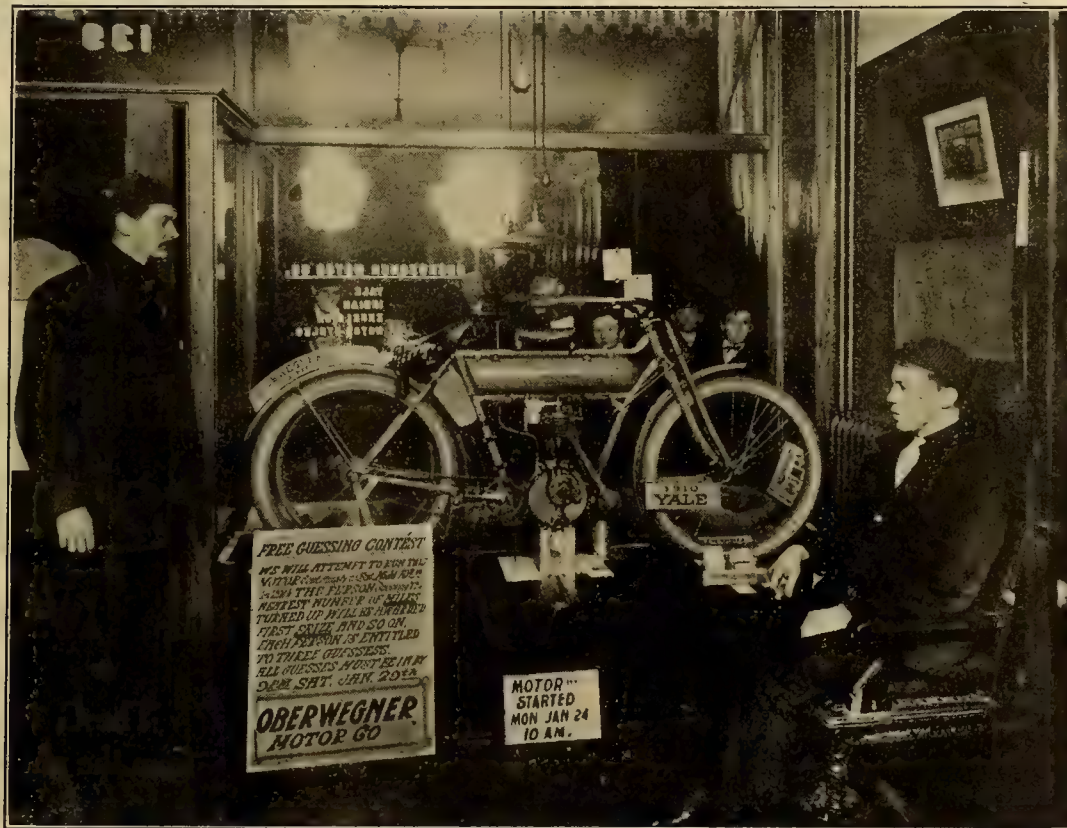
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A motorcycle with a neat, compact two speed and free engine pulley, that is simplicity itself in construction, positive in its action, whether in high, low, or free engine position. **THINK OF IT!** Start engine on stand anywhere, on the steepest hill or deepest sand and then by just pushing forward a lever

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Another YALE Achievement

EXPERT OPINIONS DISPROVED



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He then brought the motorcycle in the store and with the aid of three experts examined same carefully and found it in perfect condition, motor free, compression and bearings perfect. Just as good or better than when started at 10 A. M., Monday, January the 24th.

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Remember The Yale holds the world's record for endurance and is operated at less upkeep expense than any motorcycle in the world.

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Single Tube
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The non-skid feature we point to with especial pride. There is nothing that can be torn loose because this feature is built in—it is a part of the tire itself.

This reinforcement increases the life of the tire greatly.

The tread grips the road and prevents slipping, even on an icy street. There is no other tire that can equal its performance on a wet or slippery pavement.

This tire is constructed with infinite care throughout, from the choice of the world's best material.

Only the best Para rubber—fresh from the trees—is used in the manufacture of these tires.

We could buy rubber reclaimed from the junk pile for but ten cents a pound.

But none but the best is good enough for Goodyear tires.

Please notice also the reinforced tread on this great tire. Notice that there are two extra layers of a specially woven Egyptian fabric.

A strip one inch wide has a tensile strength of 150 pounds, while that of the ordinary muslin used by most manufacturers is but 40 to 60 pounds.

Another feature of this great tire is its marvelous resiliency—the tire yields and springs in your hands. Yet there never was a tougher cover.

Why don't you join our great Goodyear family of 600 dealers. Be one of them. Here is your invitation.

If we have no representative in your town just drop us a line asking us to tell you just what there is in it for you. Better write today.

THE GOODYEAR TIRE & RUBBER CO. Moal Street, Akron, Ohio

Branches Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 317 East Fifth St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-951 South Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; San Francisco, 535-539 Golden Gate

Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-2022 Farnam St.; Milwaukee, 188-192 Eighth St.; Memphis, 181 Madison St.; Louisville, 1049-1051 Third St.; Dallas, 111 North Akard St.; Kansas City, 16th and McGee Sts.; Denver, 28 West Colfax Ave.; New Orleans, 706-716 Baronne St.; Atlanta, 90 North Pryor St.; St. Joseph, 316-324 North Second St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. South; St. Louis, 3935-3937 Olive St. (13)

Also

USERS KNOW

Diamond

MOTORCYCLE TIRES

Los Angeles, Cal., Dec. 10, 1909.

DIAMOND RUBBER CO., Los Angeles, Cal.

Gentlemen:—I take pleasure in voluntarily telling you of the satisfaction I am having with the use of your new motorcycle tire. For some five months past I have used a "Diamond" tire on the rear wheel of my six horsepower N. S. U. motorcycle, which, by the way, is one of the very heaviest and fastest touring machines made. During most of the entire time I have carried an extra person on tandem attached over this tire. The distance so far is over 2,500 miles. The raised tread shows little wear, and it seems as though it might take double this mileage to even wear the tread smooth. It matters not how hard the tire is blown up; it has great resiliency and rides very easy. I have never had it lose traction or skid at any time. There have been no punctures, it being tough enough to apparently resist being punctured.

Comparing all my past experiences of five years riding different makes of tires, I certainly can say that the new "Diamond" motorcycle tire is certainly a wonderful production, and greatly improves the pleasure of motorcycling.

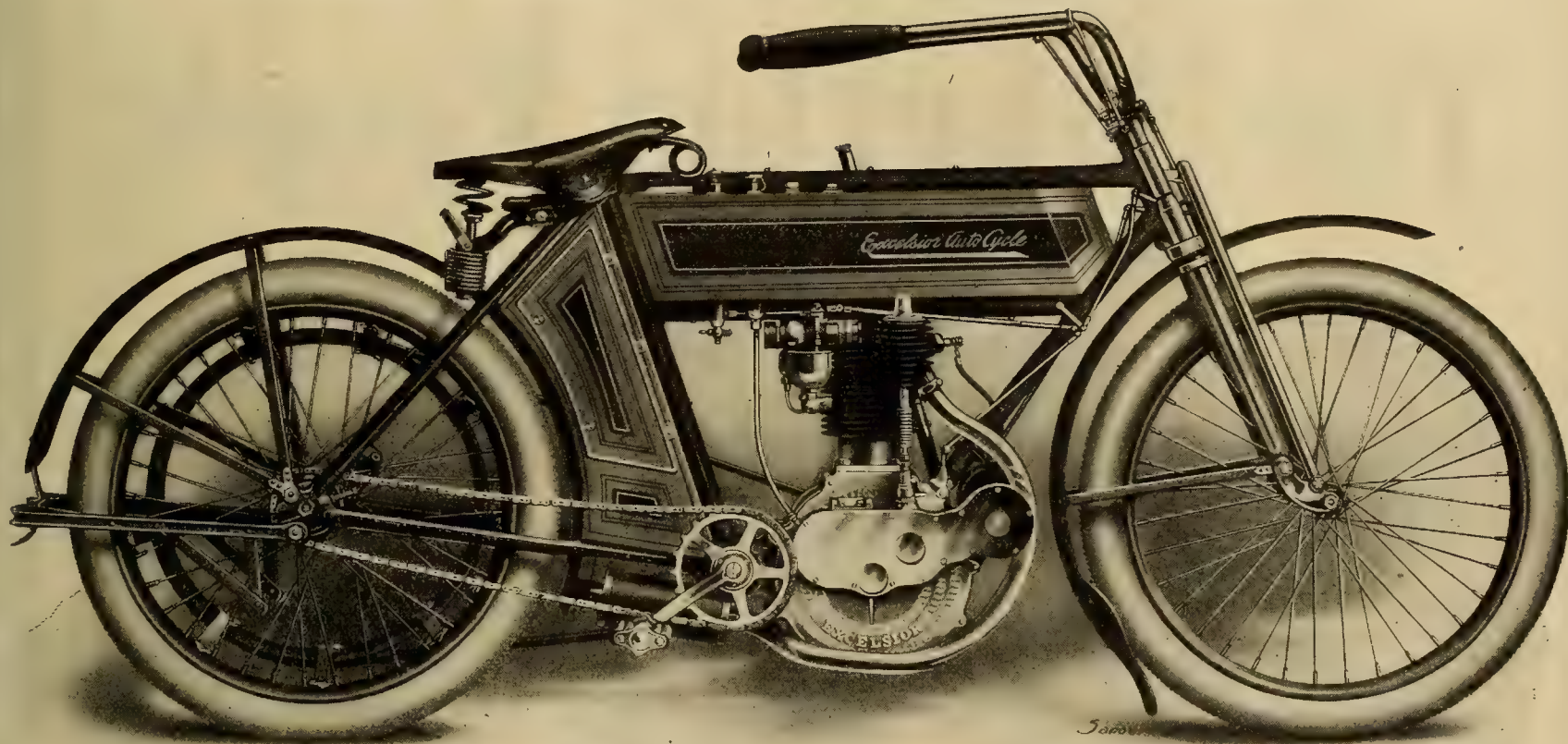
Yours very truly,

S. L. LYON.

THE DIAMOND RUBBER COMPANY, Akron, Ohio

EXCELSIOR AUTO-CYCLE

Why Not Ride a Leader?



Many of the motorcycles of today closely resemble the Excelsior Auto-Cycle of two years ago, but the

1910 EXCELSIOR AUTO-CYCLE

is as far ahead as ever. Just as the 1908 Excelsior was the pioneer in low saddle position and free motor, so is the 1910 EXCELSIOR the only motorcycle with sight feed mechanical oiler, internally lubricated hub brake and other valuable and exclusive features. Single and double cylinder motors, battery and magneto ignition.

See them at the Chicago Automobile
Show or write for our new catalog C 10.

EXCELSIOR SUPPLY COMPANY

233-237 E. Randolph St.

Members M. M. A.
Established 1876

Chicago, Illinois

Eastern Representative: STANLEY T. KELLOGG, 2312 Broadway, New York.

PACIFIC COAST BRANCH—361-3 Golden Gate Ave., San Francisco, Cal.

STOPPED!

The manufacture of Armless Brakes by

The Atherton People

The Buffalo Metal Goods Co., of Buffalo, N. Y., under date of December 23, 1909, have notified us that

"We will cease immediately from using the armless device as covered by the patent."

(The patent referred to is our O'Horo patent covering the Musselman Coaster Brake.)

**All Infringers of This "Armless"
Feature Will Be Prosecuted**

THE MIAMI CYCLE & MFG. CO.

Middletown, Ohio

Coaster Brake Licensees

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, February 5, 1910.

No. 20

CYCLE THEFTS INVOLVE DEALERS

Latter are Accused of Buying Stolen Machines and Disposing of Them—Five Arrests are Made.

Organized traffic in stolen bicycles, which are offered for retail sale through suitable "fences," is becoming so flagrant in various parts of the country that vigorous and concerted steps are being taken in some instances to run down not only the individual and bands of thieves but also the dishonest cycle dealers or repairers through whom they are able to dispose of their plunder. Practically no portion of the United States is free from the activities of the cycle thieves, according to the numerous reports of thefts that flow in, and there is little question that a considerable portion of the stolen machines find their way to small cycle shops for disposal.

Numerous arrests and convictions have been made in New England and on the Pacific Coast, involving dealers offering stolen bicycles for sale, and now a similar case has arisen in the South, in which a firm of cycle dealers in Florence, S. C., is accused of having relations with thieves and of having marketed the machines which the latter sold them. It has resulted in the arrest of five men, including Hollis & Wyatt, the bicycle dealers; a negro in their employ, and two other white men, in whose possession eight stolen machines were found. Hollis, Wyatt and the negro have been required to give bond in the sum of \$2,800 each, and the two other white men have given bond each for \$500.

So many bicycle owners in Sumter, S. C., have been recent victims of thieves that when the report of the trouble in Florence reached them, a delegation went to the latter place to investigate. They were able to identify and recover five of the machines, and claims and delivery proceedings have been instituted against pur-

chasers who refused to yield up the machines to their lawful owners upon demand, but who will be forced to give up the bicycles and tell the facts as to how and from whom they bought them.

Hollis & Wyatt, the bicycle dealers, have refused to show their books or to explain anything in connection with their relations with Richard Young, the negro, who is accused of stealing machines and selling them to the firm at nominal prices. The concern has offered to recover, at their own expense, the bicycles from those to whom they were sold and to return them to their owners on the condition that the cases against them be dropped. This proposition has been declined abruptly, and the cases are to be pushed to a conclusion.

Ford Acquires Control of Keim Plant.

The controlling interest in the John R. Keim Mills, Inc., Buffalo, N. Y., has been purchased by Henry Ford and his associate stockholders of the big Ford Motor Co., of Detroit, many of whose sheet-steel parts have been produced by the Keim factory during the past two years. John R. Lee will remain as manager of the business, and the manufacture of cycle parts and fittings will not be interfered with in any way.

Two New Men on Excelsior Staff.

H. T. Roberts, formerly with the Harley-Davidson Motor Co., has engaged with the Excelsior Supply Co., and will cover territory in its interests. J. S. Tormey, who previously was connected with the Aurora Automatic Machinery Co., also has been added to the Excelsior staff, and will go to the new branch in San Francisco, whence he came several years since.

Ideal Quits Handlebar Business.

Following a fire which it suffered, the Ideal Plating Co., Marlboro, Mass., makers of the Ideal handlebars and stems, has sold its entire assets to the Chicago Handlebar Co. The property already has been transferred to the plant of the latter concern in Ohio.

CHICAGO SHOW A FRAGRANT TREAT

Incense and Perfumes to Greet the Nostrils of the Visitor—1910 Models Again Put on View.

In some respects, the man interested in motorcycles who visits the Chicago show has a distinct advantage over the one who had dropped in to examine the motorcycles displayed at the Madison Square Garden show in New York. To the latter, the machines in evidence at Chicago will have ceased to be novel, but the Chicago show-goer will have the advantage of having been so well posted by the Bicycling World's New York show number concerning the interesting improvements and novel developments that he will know just what to seek and where to find it.

This is to say that from the standpoint of Eastern folk the Chicago show lacks what may be called "news interest," however it may appear to the Western visitor. Of the Chicago show, which will be inaugurated this evening in the Coliseum, and which will hold the boards during all of next week, it may be said that it will hold little, if anything, of the news value, as for the first time in its history the display will include not a single exhibit that was not in evidence at New York four weeks since. In all previous years there was from one to half a dozen of such exhibits, but on the present occasion the demands on the part of the automobile trade for space were such that the management was forced to curtail the room accorded the motorcycle manufacturers; and as a result the motorcycle section, which is located as usual on the second floor of the Coliseum Annex, is smaller than heretofore and will be notable by the enforced absence of not a few well known and interesting productions.

The only manufacturer who was not in evidence at the Madison Square Garden show, and who had secured space at Chicago, was the Hornecker Motor Manufac-

turing Co., makers of the Torpedo, and the "persuasiveness" of the N. S. U. Motor Co. induced the Hornecker people to give way in their favor.

In the short intervening period between the New York and Chicago function, it occasionally happens that some one or other manufacturer finds time for the development of a new detail, or the perfection of an improvement, which, of course, is uncovered for the first time at Chicago. So far as is known, however, the only thing of this nature which is in prospect is a new clutch for the belt driven Indian which will be displayed by the Hendee Mfg. Co., and which is separate and distinct from their new and ingenious two-speed gear which was first shown at New York.

If the exhibits themselves will hold small interest for those who attended the New York show, it is certain that the decorative scheme will cause them not only to open wide their eyes, but to hold their noses high in the air and to sniff. In the Coliseum Annex, in which the motorcycles will be displayed, the decorations will consist of a trellis garden effect, while the interior of the Coliseum proper will be transformed into a more or less waving forest with real trees swaying in the breeze, and real bricks forming the ornamental walls on which will appear vine-clad iron fences. This decorative scheme is supposed to suggest an English estate and forest, the big trees which will be employed having been imported, it is stated, from Germany. It is this picturesqueness that will appeal to the eye, but the tilt of the nose and the sniff will be induced by the "atmosphere," which, it is asserted, will pervade the big building. In some way or other, the air of the Coliseum is to be given a "woody" odor, while in the Annex something is to be done that will suggest the perfume of the rose.

Those who will display motorcycles or motorcycle accessories, and their locations are as follows:

Motorcycle Section.

Coliseum Gallery and Annex —Second Floor.

American Motor Co., Brockton, Mass. (132-133)—M-M.

Aurora Automatic Machinery Co., Aurora, Ill. (114)—Thor.

Consolidated Mfg. Co., Toledo, Ohio (140-141)—Yale.

Excelsior Supply Co., Chicago, Ill. (129-131)—Excelsior.

Greyhound Motor Works, Buffalo, N. Y. (125)—Greyhound.

Harley-Davidson Motor Co., Milwaukee, Wis. (127-128)—Harley-Davidson.

Hendee Mfg. Co., Springfield, Mass. (122-124)—Indian.

Merkel-Light Motor Co., Pottstown, Pa. (134-135)—Merkel and Light.

New Era Auto-Cycle Co., Dayton, Ohio (98)—New Era.

N. S. U. Motor Co., New York City (126)—N. S. U.

Pierce Cycle Co., Buffalo, N. Y. (136)—Pierce.

Reading Standard Co., Reading, Pa. (139)—R. S.

Reliance Motorcycle Co., Owego, N. Y. (1)—Reliance.

Accessories.

Ajax-Grieb Rubber Co., New York City (85-86; Annex, second floor)—Ajax tires.

Badger Brass Mfg. Co., Kenosha, Wis. (40; Coliseum, gallery)—Solar lamps and generators.

Breeze Carburetter Co., Newark, N. J. (97; Annex, second floor)—Carburetters.

Byrne, Kingston & Co., Kokomo, Ind. (76; Coliseum, gallery)—Carburetters.

Connecticut Telephone and Electric Co., Meriden, Conn. (6-9; Coliseum, gallery)—Spark coils and ignition appliances.

Diamond Chain and Mfg. Co., Indianapolis, Ind. (21; Annex, second floor)—Chains.

Diamond Rubber Co., Akron, Ohio (34-35; Coliseum, gallery)—Diamond tires.

Empire Tire Co., Trenton, N. J. (142-143; Annex, second floor)—Empire tires.

Excelsior Supply Co., Chicago, Ill. (25-28; Armory, gallery)—Supplies and accessories.

Gilbert Mfg. Co., New Haven, Conn. (88A; Annex, second floor)—Leather specialties and Bowers carburetters.

Goodrich Co., B. F., Akron, Ohio (47-48; Coliseum, gallery)—Goodrich tires.

Goodyear Tire and Rubber Co., Akron, Ohio (51-52; Coliseum, gallery)—Goodyear tires.

G & J Tire Co., Indianapolis, Ind. (44-45; Coliseum, gallery)—G & J tires and specialties.

Hardy Co., R. E., Chicago, Ill. (56; Coliseum, gallery)—Starite spark plugs.

Hartford Rubber Works Co., Hartford, Conn. (30-31; Coliseum, gallery)—Hartford tires.

Herz & Co., New York City (100; Annex, second floor)—Herz magnetos and plugs.

Jones Speedometer Co., New York City (6-9; Coliseum, gallery)—Speedometers and odometers.

Lavalette & Co., New York City (19; Armory, gallery)—Eisemann magnetos.

Mesinger Mfg. Co., H. & F., New York City (17; Armory, gallery)—Saddles, mag-neto covers and leather specialties.

Mezger, C. A., New York City (6-9; Coliseum, gallery)—Sootproof spark plugs.

Morgan & Wright, Detroit, Mich. (26-27; Coliseum, gallery)—Morgan & Wright tires and specialties.

Mosler & Co., A. R., New York City (82; Annex, second floor)—Spitfire spark plugs.

National Carbon Co., Cleveland, Ohio (46; Coliseum, gallery)—Dry batteries.

Pennsylvania Rubber Co., Jeannette, Pa. (62; Coliseum, gallery)—Pennsylvania tires.

Randall-Faichney Co., Boston, Mass. (118; Annex, second floor)—Bing spark plugs and B-Line grease guns.

Shaler Co., C. A., Waupun, Wis. (116; Annex, second floor)—Electric vulcanizers.

Splitdorf, Inc., C. F., New York City (49; Coliseum, gallery)—Magnetos, coils and plugs.

Standard Welding Co., Cleveland, Ohio (29; Coliseum, gallery)—Tubing, electrically welded parts and rims.

Stewart & Clark Mfg. Co., Chicago, Ill. (80; Annex, second floor)—Speedometers.

Veeder Mfg. Co., Hartford, Conn. (42; Coliseum, gallery)—Cyclometers.

Wheeler & Schebler, Indianapolis, Ind. (19; Coliseum, gallery)—Carburetters.

Whitney Mfg. Co., Hartford, Conn. (23; Coliseum, gallery)—Chains and keying systems.

Witherbee Igniter Co., Springfield, Mass. (107; Annex, second floor)—Spark plugs.

At New Southern Hotel.

Great Western Mfg. Co., Laporte, Ind.—Crown.

Emblem Mfg. Co., Angola, N. Y.—Emblem.

Miami Cycle and Mfg. Co., Middletown, Ohio—Racycle.

How the Indian Gear Operates.

Due to an error in "indexing" or lettering the blueprints in all descriptions of the Indian two-speed gear, which have been published, it was made to appear that the Hendee company had adopted a new method of transmission for their two-speed models, and that the drive from the motor was through the small countershaft sprocket, and from the large sprocket to the rear wheel. Of course this inaccuracy would be at once discovered by those who have seen the two-speed Indian, and in any event a moment's reflection should make clear that such a driving ratio would be impracticable, as the engine speed would be beyond reason. Suffice to say the arrangement of the driving chains on the two-speed machines is identical with the regular models, the motor being coupled to the large countershaft sprocket and the final drive being through the smaller one.

Hockaday to Job Motor Supplies.

The Hockaday Motor Supply Co. is the style of a new enterprise formed in Wichita, Kan., by F. W. Hockaday, of the Hockaday Motorcycle Co., and which will do a jobbing business in both motorcycle and automobile supplies. The sale of motorcycles and bicycles will be continued by the other company, but the two businesses will be conducted in separate establishments.

Automobile Makers to Build Bicycles.

The Fiat Automobile Co., of Turin, Italy, and one of the most famous manufacturers in the world, has taken up the production of bicycles—not motor bicycles, but the pedal propelled article. It will be recalled that only last year the DeDion-Bouton company, of Puteaux, France, another famous maker of automobiles, made a similar move.

YEAR'S EXPORTS SHOW SMALL LOSS

Shrinkage Amounts to Only \$21,000—Largest Losses in Mexico and Japan—Greatest Gain in England.

Despite the promises held out by several months of the past year, the total exports of bicycles and parts thereof fell short of 1908 by \$21,493, the figures being \$702,109 and \$680,616, respectively. December was again an "off" month, the amount exported (\$54,184 worth) being \$5,401 short of December, 1908, figures (\$59,585).

The greatest actual decrease is shown by Mexico, \$27,704 worth, or nearly 33 per cent.; next follows Japan, with a loss of \$23,551, or more than 34 per cent., and British Australia, with \$14,599, or a little over 20 per cent. Germany, with an actual loss of \$12,511, shows the greatest proportionate decrease—43 per cent.

Increases, on the other hand, are indicated by the figures for the United Kingdom, \$33,351, or 40 per cent; France, \$8,509, or 58 per cent; other Europe, \$16,641, or 18 per cent., and British North America, \$5,382, or 9 per cent.

December chiefly is remarkable for its extraordinary drop of 99½ per cent. in the exports to France—from \$7,295 to \$37; other Europe follows with \$8,154, or 85 per cent., and Japan with \$2,265, or 37 per cent. On the other hand, substantial gains were recorded in British North America, \$7,073, or 500 per cent.; Argentine, \$2,722, or 335 per cent; Netherlands, \$2,740, or 150 per cent; Italy, \$1,505, or 106 per cent.; Germany, \$1,639, or 105 per cent., and Brazil, \$462, or 80 per cent.

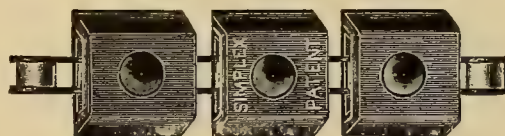
The greatest single item next to the figures for the United Kingdom is found under the vague heading: "Other Europe." As this includes such populous countries as Russia, Austria, Turkey, Spain, Denmark, Sweden, Norway, and smaller states, more detailed statistics would prove desirable.

The details for the month and for the year are as follows:

Exported to—	December—		Twelve Months Ending December—		
	1908.	1909.	1907.	1908.	1909.
United Kingdom.....	\$8,275	\$8,307	\$257,159	\$80,704	\$114,053
Belgium	4,168	2,068	24,988	29,361	24,100
France	7,295	37	53,461	14,551	23,000
Germany	1,566	3,205	40,193	29,019	16,508
Italy	1,297	2,802	23,250	22,941	23,734
Netherlands	1,835	4,575	35,781	34,277	34,427
Other Europe.....	9,692	1,538	159,551	92,024	108,665
British North America.....	1,403	8,476	63,309	57,842	63,224
Mexico	5,686	3,771	92,406	81,489	53,785
Cuba	1,211	1,119	49,779	27,087	28,063
Other West Indies and Bermuda	1,554	1,468	23,453	19,506	14,225
Argentina	821	3,533	16,844	18,646	19,740
Brazil	573	1,035	13,679	5,876	4,719
Other South America.....	908	1,554	13,308	15,342	10,164
Japan	6,031	3,766	105,783	68,602	45,051
British Australasia.....	4,978	3,485	85,634	72,501	57,902
Other Asia and Oceania.....	1,606	2,469	14,459	23,757	30,029
Other countries.....	686	976	7,690	8,584	9,167
Total.....	\$59,585	\$54,184	\$1,082,727	\$702,109	\$680,616

Chain Belt in New Form.

Seeking to combine the flexibility of the belt with the strength of the chain in an effort to evolve a combination form of drive for motorcycles which would overcome the defects in the present types of belts, has been the dominant object sought by the inventor of the Simplex belt, a new foreign aspirant for favor which recently has been placed on the market. Its construction is clearly shown in the accompanying illustration, the principal component being a



light roller chain to which are attached at close intervals, leather V blocks fastened by copper rivets which are passed through the center. This separation of the blocks gives the belt a greater degree of flexibility than the ordinary type because of the wide range of flexure in the chain links, while all sudden strains are taken by the chain which has much greater strength to resist them than has a leather belt. It is said that long sustained tests have proven the belt to be all that is claimed for it.

The New Men in Hendee Affairs.

The new men who became identified with The Hendee Mfg. Co., of Springfield, Mass., the \$2,600,000 corporation which, as reported by the Bicycling World last week, has taken over the original company, are: Edwin A. Carter, vice-president of the Chapman Valve Co., of Springfield; William E. Gilbert, vice-president and treasurer of the Union Trust Co., and William B. Thompson, of New York, of the brokerage firm of Thompson, Towle & Co., members of the New York, Boston and Chicago stock exchanges. With Messrs. Hendee, Hedstrom and Weschler, they constitute the board of directors of the new Hendee company. According to reports, they paid an almost princely sum for the interests which they acquired.

OVER 2500 MILES WITHOUT MOVING

Novel Test to Which Motorcycle was Put and How It was Conducted—The Work Performed.

Whatever theories may have existed in the past regarding the desirability of cooling motorcycle engines with water or fans, they would seem to have been dissolved into thin air by a remarkable demonstration of the reliability of air cooling under adverse conditions which occurred last week. While automobile manufacturers and dealers who wish to demonstrate the effectiveness of the cooling systems of their machines, whether air or water, frequently resort to non-stop engine runs of several thousand miles, to substantiate their claims, it remained for the Oberwegner Motor Co., of Toledo, Ohio, local agents for the Yale, to be the first to apply this test to a motorcycle engine, and the result of the test brought satisfied smiles to all who had to do with it.

It began on Monday, January 24, when a 1910 3½ horsepower, single cylinder stock machine was placed in the window of their store at 139 Michigan street, as shown in the accompanying photograph, and at 10 o'clock a. m. was started and run day and night until Saturday 29, at 10 o'clock p. m., when it was stopped after 132 hours of continuous running at an average speed of 1,285 revolutions per minute, during which time the cyclometer registered 2,794.1 miles. Immediately after being stopped and without any adjustments whatever, the machine was taken on the road and run for half an hour at various speeds to conclusively prove that the long test had not impaired its efficiency. After being returned to the store the machine was carefully examined and was found to have excellent compression, tight bearings and to show no evidences of injurious effects from the test. No fans or other cooling devices were used, it is claimed, and the machine already had covered some 2,000 miles previous to the test.

Delving into figures produces some interesting data as to the work performed by the engine during its six days' operation. At an average speed of 1,285 revolutions per minute, the total number of revolutions of the engine for the period were 10,177,200, while the valves opened and closed 5,088,600 times each. The carburetor fed 5,088,600 charges, and there were that number of sparks from the plug, and an equal number of explosions also provided there was no missing. With a standard gear ratio of 5¼ to 1, the rear wheel made approximately 1,938,513 revolutions without taking slippage into account.

To lend additional interest to the trial the Oberwegner company offered prizes to the riders who guessed nearest to the total mileage registered on the cyclometer during

the test, and this competition served to illustrate the wild vagaries of some of the guessers, one of whom ventured to register his opinion that the total mileage would be 27,000, which is at the rate of 120 miles an hour. The cyclometer was sealed previous to the start of the run by a committee of three, who announced the winners at the conclusion of the trial.

Started Business in a "Taking Way."

That knotty problem, how to start a business without capital, was temporarily solved by seven men employed by a big Birmingham (England) parts manufacturer, who, however, are now paying the price of their "acumen." Two of the men left the maker's employ in July last and set up in business for themselves at Evesham, a short distance from Birmingham. Shortly afterwards cycle fittings began to disappear from the factory in an alarming fashion, and a trap was set. Several parts, such as free wheels and two-speed hubs were marked, and as a result the two ex-employees, in connection with five others that were employed in the assembling department, were arrested, charged with theft and convicted. It came out in the trial that the seven men had formed a company without a cent of capital, and had done all their business with parts and accessories stolen from the factory, the two former employees selling the fittings stolen by their five "partners." The ease of smuggling the parts out of the works and the difficulty of identification afterwards formed the temptation to which the seven men succumbed.

Bushnell Prepares for Big Business.

The N. N. Bushnell Co., Aberdeen, S. D., which recently took over the business of Bushnell Bros., has purchased a plot 50x142 feet, on Lincoln avenue, in that city and has commenced the erection thereon of a fireproof, brick and concrete building, two stories and basement. A fine salesroom and a repair shop, modern in all its equipment, will be maintained. In addition to its other lines, the company has taken on Pope bicycles and Excelsior motorcycles. "We are here to get the business—and all of it, if possible—of the two Dakotas," writes Mr. Bushnell, who also adds: "We find the Bicycling World invaluable."

Grand Forks Shows a Machine.

Excelsiors were the only motorcycles staged at the Grand Forks, N. D., automobile show this week. They were exhibited by the local agents, Lyons & Co., and attracted considerable attention. The show, which was the first one of importance ever held in the state, was a day behind schedule in opening on account of a heavy snow storm.

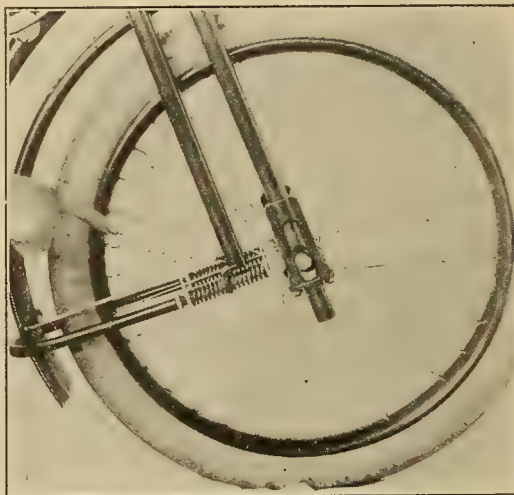
California Dealer Takes a Partner.

G. M. Baker, Petaluma, Cal., has sold an interest in his bicycle business to Ray C. Colburn; the co-partnership will operate under the firm style of Baker & Colburn.

SHOWS A UNIQUE SPRING SYSTEM

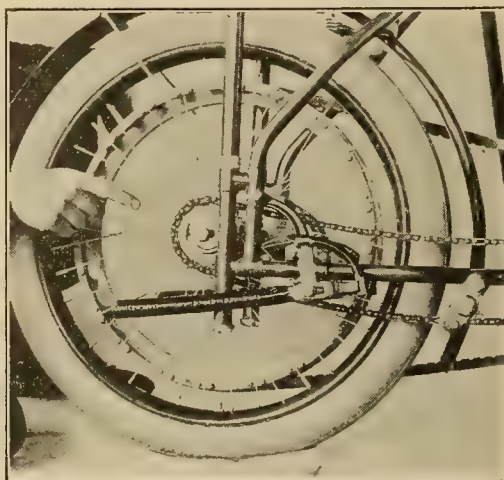
Latest Model of the Meteor-Peugeot Discloses Radical Motorcycle Suspension
—Details of the Construction.

Striving for comfort, and still more of it, and with due regard for the principle that the shocks which are borne by a spring fork may react in either of two directions, the suspension of the 1910 Meteor-Peugeot, which is an improvement over the type



FRONT FORK OF METEOR-PEUGEOT

employed last year, departs from the beaten path and is constructed with two independent sets of springs. One set is intended to resist the stresses which are carried in line with the head of the machine, while the other resists the direct impact of the front wheel against obstacles in the road. The Meteor-Peugeot is a Chicago product, built by the Chicago Motorcycle Works, after the designs of C. Klank-



SPRING FRAME EFFECT AT REAR WHEEL

enheim, who is its mechanical head. As its name implies, it embodies the French Peugeot motor, as well as other imported features, such as the Bosch magneto and Longuemere carburetter.

In the spring suspension, which is entirely original, and which involves the cushioning of both front and rear portions of the mount, no little novelty is displayed. The front fork is constructed with triple head, a new feature this year, and rigid side

members extending down to a point just back of the axle, as the accompanying picture shows. A supplementary fork, which takes the place of the ordinary lower mud guard stay, is hinged at its forward end to the load-carrying or suspension fork, which, as in the ordinary duplex type, is mounted in front of the main fork member. Contrary to usual practice, the latter is hinged to the head instead of being rigidly attached to it. At its lower end it carries guide slots for the axle ends, and also supporting and rebound springs above and below the axle, respectively. The front end of the supplementary fork is hinged to the rear side of the slotted portion of the suspension fork. Like the suspension fork, it carries two sets of springs, extend from the hinge to a clamp several inches to the rear. Between the two sets the lower ends of the main fork are slideably mounted. The result is that the axle floats between the suspension and supplementary forks, the four sets of springs taking care of shocks and rebounds in both vertical and horizontal directions, operating in harmonious compromise at all times.

The development of a spring frame also has been carried out on distinctive lines, unlimited freedom of movement being given the axle with respect to the frame without at the same time altering the chain and belt tensions or necessitating any special provision against such alteration. The frame is rigidly constructed of heavy tubing and is of standard horizontal truss-loop construction, save that the rear fork and stay members, instead of being joined together at the axle, are cut off by a short vertical tube on either side. Within the tubes are rods which are free to slide up and down, but which are held in their normal position by two sets of springs within the tubes; one set being above and the other below the rods. The vertical tubes are slotted rearwardly and a backward, flattened extension from each of the rods forms the supporting member for the axle end on either side. Thus while the axle is held fast in all directions except the vertical, it is free to move up and down, subject to the cushion and rebound effect of the springs.

The new model is equipped with the twin form of engine, of 60.08 cubic inches piston displacement, and 7 horsepower rating. It has force pump lubrication and Bowden wire grip control. A feature of the latter is the independence of the valve lift and spark and throttle controlling grips. By this means the power may be cut off without affecting the adjustment of the gas and timing devices. Transmission is by flat belt.

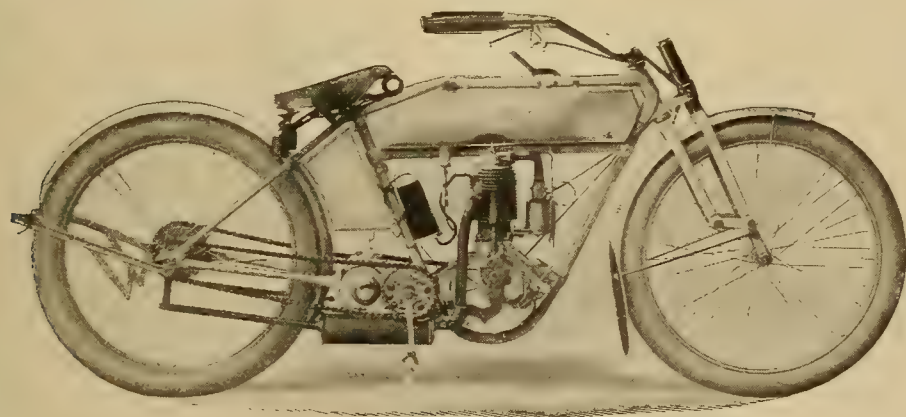
Maine Garage to Handle Motorcycles.

The Skowhegan Garage Co., Skowhegan, Me., has incorporated with \$10,000 capital, under the laws of that State, to deal in motor cars and motorcycles. Its incorporators are W. H. Newton, C. M. Hobbs and Herbert I. Spinney.

MINNEAPOLIS IN CHANGED FORM

Western Two-Speed Motorcycle Undergoes Redesigning—Many New Features, Including a Friction Clutch.

As one of the earliest exponents of the two-speed gear, the Minneapolis motorcycle which as the name implies is the product of the Minneapolis Motorcycle Co., in the Minnesota metropolis, achieved considerable prominence, and, of course, this device in improved form will be the leading feature of the 1910 line. But henceforth efforts will be concentrated in a single cylinder model of 4 horsepower which will be offered in two patterns, viz.: with and without the two-speed gear and clutch, but otherwise identical; a twin racer, however, is "in the works" and will make its appearance late in the spring.



MINNEAPOLIS MOTORCYCLE IN ITS NEW FORM.

In addition to having been entirely redesigned, the single, as the accompanying photograph shows, has a number of new features, including a new loop frame, new forks of their own design, new engine, friction clutch, muffler, battery case and tanks.

With the dropping of the rear end of the top frame tube a lower saddle position has been secured, and the loop has been given a broader and more graceful sweep, allowing more clearance underneath and making a more symmetrical and well-balanced design. Outside lugs are used throughout, and all joints are heavily reinforced. The forks are of the compound type with telescoping barrel containing triple springs on the auxiliary member. The lower links at their forward ends are mounted about four inches from the toes of the front fork member, both forks having straight sides throughout their length. For the power plant the new Thor IV. engine is used, and is set vertically in the loop with three-point fastening and is fed from a Thor carburetter.

All models have the internal gear reduction in the engine base of the Thor motor with a yielding sprocket on the motor shaft, and in the standard machine the drive is direct to the rear wheel through a single roller chain, while the two-speed model has double chain drive. The two-speed gear is

of the planetary type, small, neat and compact in design, and is mounted on Hess-Bright ball bearings. It is placed centrally in the rear stays between the crank hanger and mudguard, and the operation of the speed clutches has been much improved. High or low speed and a free engine are obtained by shifting a small lever on the top bar, which works in a quadrant, motion to the gearbox shifting arm being transmitted through a Bowden cable.

Independent chain adjustment also is provided on the two-speed model a most desirable feature which really permits all chains to be adjusted properly. It is accomplished through the method of mounting the gear box, which is eccentrically journaled, in a cylindrical casing which is made integral with the frame. By loosening three bolts in the head plate of the gear box, the plates may be turned in either direction to take up chain slack, a wide range of eccentric adjustment being provided.

One of the most important of the new features is the friction clutch which is mounted on the motor shaft and is operated by a latch on the left handlebar. This device affords a free-engine without changing gears, which permits a much finer speed regulation in traffic, while there also is a neutral notch on the change speed quadrant, thus affording two methods of securing a free engine. A new combination style of tank with separate compartments of larger capacity has been adopted and is carried between the upper cross members. The gasoline capacity is two gallons, and the oil reservoir holds three and one-half quarts. Lubrication is by hand force pump contained in the tank.

Battery ignition is standard throughout, a magneto being offered at extra cost. Batteries are carried in a rectangular case of new design which is placed between the seat mast tube and the rear guard, and which also has a compartment for tools. The exhaust is passed to a large muffler slung beneath the hanger and transmission, and after being shattered, the gases are emitted beyond the rear axle through a long-tail pipe. At the rear of the muffler a cut-out is fitted and is operated by the foot. New handlebars of the modified V pattern have been adopted, and the control mechanism has been simplified and made

more positive by the substitution of rods instead of cables. The Thor brake is used and the front hub, also of the same make, has the knockout axle. Wheels are 28 inches and are shod with 2½-inch tires, choice of G. & J. or M. & W. being offered. A channel steel stand of the bridge type is pivoted on the rear stays on separate lugs, and permits the rear wheel to be removed with the machine jacked up.

To Keep Show Windows Clear.

A Western man, who has charge of his firm's show windows and who declares that he tried all known remedies, and despaired of keeping the windows clear during cold weather, says he accidentally found the solution in the form of an electric fan. "I had become wearied with using glycerine, alcohol and other things, and one day discovered that a current of air circulating through the windows would keep the frost down," he writes. "You see the constant opening and shutting of the door to the street always chilled the warm air in the show window, and as we did not have double windows, frost always hid our goods from the passerby. I start the fan when I come down in the morning, and inside of an hour the window is as clear as in the summertime. The circulating air keeps the chill air from striking the pane, and in order to always keep the air moving, I keep one door to the windows partly open all the time, which also aids in preventing all the hot air from being pushed against the cold window. I tried my fan treatment when the mercury was five below zero and it works beautifully. Besides, there is an advantage, for the pedestrian, seeing the fan operating at this time of year, wonders what is up, and stops to look and frequently to ask questions."

Motorcycles at Portland Show.

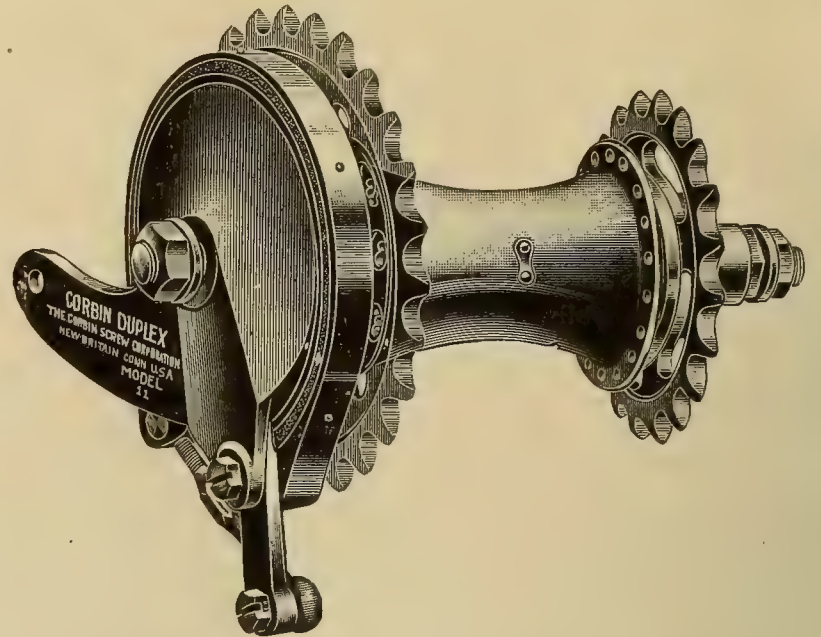
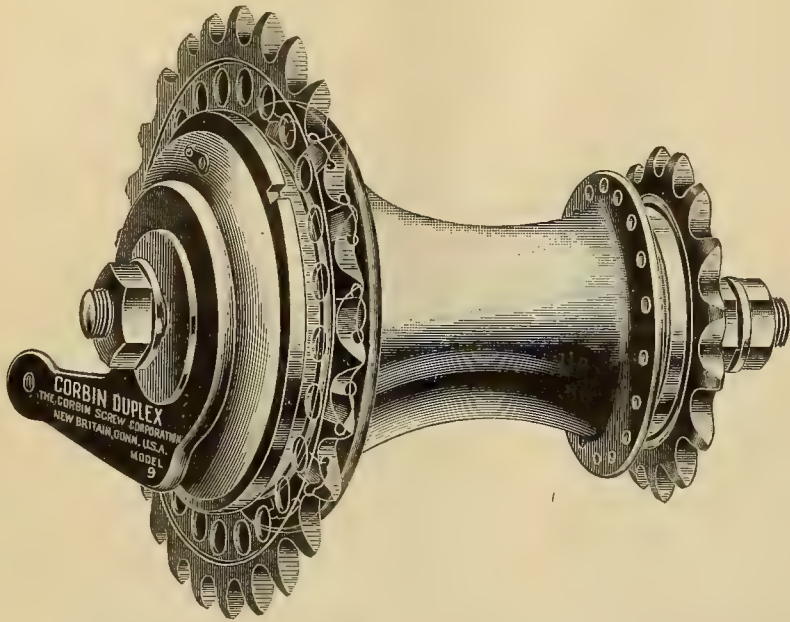
At the Portland (Ore.) automobile show which was held last week, there were two exhibits of motorcycles, Indians and Royal Pioneers. They were shown by the local agents, Ballou & Wright, and the F. P. Keenan Co., respectively, and the booth decorations at these stands were among the features of the exhibition.

Werle-Maley in Motorcycles.

The "manufacture, sale and repair of automobiles, motorcycles and machinery of all kinds," are given as the objects of the Werle-Maley Co., of New Haven, Conn., which has been incorporated, with \$4,000 capital, under the laws of that state. A. W. Werle, P. J. Maley and A. W. Werle, Jr., are the incorporators.

Evidence of Prosperity in Texas.

March Culmore, who for many years has been in the bicycle business in Houston, Tex., evidently has provided for the proverbial rainy day. He is about to erect a new building, 152 feet by 60 deep, on his property at Main street and Calhoun avenue, which will be divided into six stores.



They are

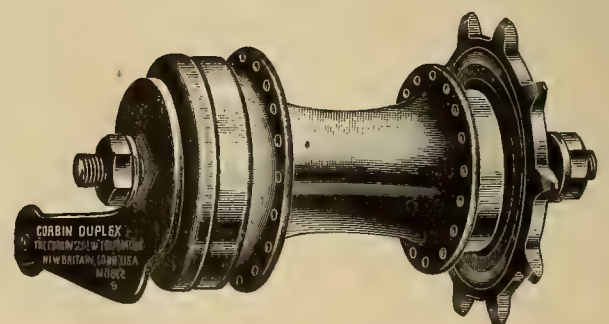
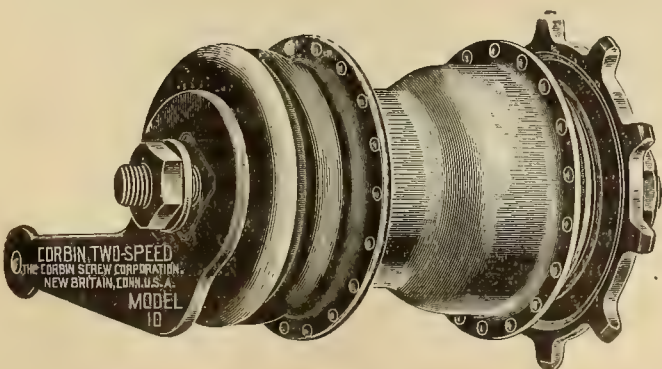
Corbins

That's about all

anyone who realizes the full meaning of the name Corbin will care to know about them.

CORBIN SCREW CORPORATION,
New Britain, Conn.

Licensed Coaster Brake Manufacturers.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 5, 1910.

Francis P. Prial.

Francis P. Prial was a credit to the newspaper craft. He was a credit to cycling; a credit to motorcycling; a credit to his name. He was a good friend, a poor enemy. He loved the truth; he despised deceit. He played a man's part in a man's way. He added more than a man's share to the betterment and the brightness of this sphere. His life was clean and wholesome. He was true to himself, to his family and to his friends—and he knew how to distinguish mere acquaintances from friends, though his sensitive spirit on occasion made appear otherwise. He lived a useful—a purposeful life. He well merits that sweet rest which comes when life's fitful dream is o'er, and which his nervous, throbbing energy too much denied to him in this world.

Odd Contrasts in Two Hemispheres.

On this side of the water the news that two of the most famous automobile manufacturers in Europe have branched into the manufacture of pedal propelled bicycles is of a sort that almost inspires incredulity, since it so wholly is at variance with the relation of the two lines of industry in America.

In taking up the manufacture of bicycles in addition to motor cars, the foreign companies in question are, however, only placing themselves on the same footing as many of their confreres who made bicycles before taking up automobiles, and who continue to manufacture both. The contrast which the European automobile builders present in retaining and continuing their cycle production along with their cars is plainly evident when it is remembered that with perhaps but one exception, the American companies formerly identified with cycle manufacture and now producing automobiles all long since dropped bicycles entirely, and give their whole attention and capacity to the newer product.

With a more solid appreciation of the enduring and stable nature of the bicycle business, the foreign cycle makers who took up cars did not let their enthusiasm over the latter make them neglect the original source of their prosperity, and they not only have kept an anchor to windward by preserving a part of their business on which they can rely no matter what vicissitudes they may encounter on the automobile side.

It is almost characteristic of the domestic companies, who have abandoned cycles for automobiles, that they should go into the latter on the "whole hog or none" basis, relying on boom style of manufacturing being met by a boom enthusiasm on the part of the buying public. Having ridden the cycle boom to its ultimate dissipation, they have been willing to abandon the bicycle in order to cast their fortunes completely with the automobile boom and to depend on the latter to carry them to the goal of rapidly acquired wealth.

In Europe, however, the fact that two big automobile manufacturers who, in the past have made only motor cars, should take up cycle manufacture as well is hardly calculated to create either surprise or comment, since it accords wholly with the normal order of things across the Atlantic. A higher estimate has been placed upon the bicycle both as a vehicle of utility and recreation, and as a manufacturing proposition. than the builders on this side, the car manufacturers in France and other European countries have had plenty of opportunity to measure well the proportions of demand for automobiles and for bicycles, and the fact that so many of them give a large place to the bicycle is not without its significance.

No doubt it would open the eyes of many persons to learn that in a city like Indian-

apolis, Ind., for instance, where motor cars are to be seen at every hand, that there are over six times as many bicycles on the streets as there are motor cars. And yet the official registration figures of the city disclose that while the automobiles number about 1,200, the list of registered bicycle owners who ride in the city is in the neighborhood of 8,000. The average person probably fancies that the reverse is the case.

At present the apparent demand for motor cars is such that not a few of the makers almost accept the view that it is limitless and that they can sell all the cars they can make for all time, but signs are not lacking that the newer industry is being overdone. The danger signal already has been hoisted. In this connection the official figures recently compiled by the fiscal authorities of France are valuable, as showing the conditions in the country which first gave the automobile active commercial development. It is revealed that despite the fact that France has some 40,000,000 people, or almost half as many as the whole United States, the number of automobiles, including commercial vehicles, was approximately 37,500 at the end of 1908, or only about half as many as in New York State alone. Despite the greater average of prosperity in this country and the fact that the American makers are producing cars on a big quantity and low-price basis, it is certain that there are definite limits to which even a most receptive public can or will absorb automobiles.

In respect to steady, definite conditions, the manufacturer's market for bicycles is in happy contrast to that for motor cars. At present the motor industry is in a state of seething excitement, where manufacturers in general are frantically increasing or trying to increase production while entertaining alarming apprehensions of the future when the full flood of cars are released. It is possible that not a few of them might take a leaf from the book of their fellow manufacturers across the sea and take up the bicycle as something which will serve to normalize their business.

Why the "Man Higher Up."

If that member of the F. A. M. who thinks enough of it to seek to prevent it from becoming a sporting joke, does not feel dreadfully cut up to learn how terribly mean he is to prepare charges against the chairman of the Competition Committee instead of against the other members of

the committee who voted as the chairman hoped they would vote—if that member does not feel badly, it is his own fault. For one of the "etc." of the F. A. M. has declared in print that he is a real mean fellow to do that sort of thing; in his mature, if not judicially thornleyized opinion, it smacks of personality to single out the head and overlook the other parts of the committee. If one is guilty, all are guilty, for the representative of the "etc." says the action of the committee was unanimous in overriding the rules and performing the double somersault which resulted in the declaration that a certain professional, despite his violation of the amateur rule, still remained an amateur.

As a matter of fact, the remarkable vote was not unanimous, but that detail makes small difference. The charges against the chairman will be quite sufficient to settle the points involved, i. e., whether a fact is a fact, whether the F. A. M. rules mean what they say or whether comic opera government based on "judicial" and hair-splitting technicalities is henceforth to obtain. The "man higher up" always is the person to be sought, and in this case the chairman is that man. He was the instigator and conductor of the whole miserable affair. Over his own signature he invited the professional in question to give him a chance to set aside facts, to split hairs and to demonstrate that the rules do not mean what they say, and that no official is in honor or in duty bound to sustain the good faith of other officials acting in the name of the organization and with the rules and according to established procedure.

There is no occasion for the preferment of charges against other than the chairman; they are quite sufficient. But if it is decided that the government of the F. A. M. is to be one of and by hair-splits and technicalities, it may be possible that other members of the committee can be called into question at some future time; there's no telling. The whole situation, present and prospective, is one that offers unlimited scope for that form of merrymaking and topsyturveyism.

"I soon will have finished my first annual subscription for the *Bicycling World* and suppose that it is hardly necessary to add that said subscription will be very promptly renewed whenever you say it's time to 'dig.' Your fine journal is invaluable in keeping up interest among 'us riders'."—J. Shelton, Little Rock, Ark.

MEMORIAL FUND GRADUALLY GROWS

One of the West's "Old Guard" Adds His Mite—Total Now Past the \$2,600 Mark.

Ten dollars received this week from N. H. Van Sicklen, of Chicago, increased the total of the Pope memorial fund to \$2,694.60. Mr. Van Sicklen is one of the "old guard" of the west and long played leading parts in affairs. He was famous as a racing man and later became one of the owners of The Bearings, and in turn of The Cycle Age.

The subscriptions to date are as follows:

Bicycling World Co., New York.....	\$100.00
John S. Leng's Son & Co. New York.....	25.00
Will R. Pitman, New York.....	5.00
St. Louis Cycling Club, St. Louis, Mo.....	59.00
R. F. Kelsey, New York.....	10.00
R. G. Betts, New York.....	20.00
J. J. O'Connor, New York.....	2.00
A. C. Church, Englewood, N. J.....	5.00
Miss F. A. Clark, Hartford, Conn.....	2.00
F. B. Widmayer, New York.....	5.00
Elliott Mason, Westfield, N. J.....	10.00
Consolidated Motorcyclists, Inc., Keene, N. H.....	10.00
Original employes of Hartford Rubber Works Co., per E. H. Brandt—	117.00
Present employes of Hartford Rubber Works Co.....	12.00
Persons Mfg. Co., Worcester, Mass.....	100.00
F. P. Prial, New York.....	10.00
James Joyce, New York.....	25.00
W. J. Morgan, New York.....	5.00
Amos Shirley, New York.....	10.00
Eclipse Machine Co., Elmira, N. Y.....	10.00
R. D. Garden, New York.....	25.00
D. J. Post, Hartford, Conn.....	25.00
L. M. Wainwright, Indianapolis.....	25.00
John C. Wetmore, New York.....	10.00
Emil Grossman, New York.....	10.00
Hearsey-Willis Co., Indianapolis.....	10.00
F. A. Baker & Co., New York.....	10.00
B. F. Goodrich Co., Akron, O.....	25.00
John S. Prince, Springfield, Mass.....	5.00
W. H. Crosby, Buffalo, N. Y.....	10.00
S. A. Miles, New York.....	25.00
Great Western Mfg. Co., Laporte, Ind.....	5.00
Henry Goodman, New York.....	5.00
James E. Sullivan, New York.....	10.00
Motorcycle Pub. Co., New York.....	10.00
A. J. Musselman, Chicago.....	5.00
F. J. Wagner, New York.....	10.00
Burley B. Ayres, Chicago.....	5.00
Diamond Rubber Co., Akron, O.....	25.00
G & J Tire Co., Indianapolis.....	25.00
Robert Bruce, Clinton, N. Y.....	5.00
Officials, office employes and traveling men Pope Mfg. Co., Hartford	383.00
Employes Pope Mfg. Co., Hartford factory.....	326.60
Continental Rubber Works, Erie, Pa.....	25.00
A. G. Batchelder, New York.....	10.00
Hendee Mfg. Co., Springfield, Mass.....	25.00
Alexander-Seewald Co., Atlanta, Ga.....	10.00
Emblem Mfg. Co., Angola, N. Y.....	10.00
C. T. Kilbourne, New York.....	5.00
New Departure Mfg. Co., Bristol, Conn.....	100.00
Theodore F. Merseles, New York.....	25.00
A. D. Peck, Boston, Mass.....	5.00
W. D. Wilmot, Fall River, Mass.....	10.00
Century Road Club of America.....	10.00
Fred E. Mommer, New York.....	5.00
John H. Valentine, New York.....	10.00
Walthour & Hood, Atlanta, Ga.....	10.00
Badger Brass Mfg. Co., Kenosha, Wis.....	10.00
A. L. Garford, Elyria, Ohio.....	100.00
Frederick G. Bourne, New York.....	10.00

COMING EVENTS

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

March 2-3, Keene, N. H.—Consolidated Motorcyclists' second annual bicycle and motorcycle show.

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

Fisk Rubber Co., Chicopee Falls, Mass.....	25.00
The Standard Co., Torrington, Conn.....	25.00
E. G. Robertson, Baltimore, Md.....	1.00
Harry W. Turner, Manchester, Eng.....	1.00
Kirk Munroe, Cocoanut Grove, Fla.....	5.00
Joseph Goodman, Hartford, Conn.....	25.00
Ralph Temple, Chicago.....	10.00
Dai H. Lewis, Buffalo, N. Y.....	10.00
C. E. Peterlin, Grand Rapids, Mich.....	15.00
Arthur N. Jervis, New York.....	5.00
S. Wallis Merrihew, New York.....	5.00
A. Schrader's Son, Inc., New York.....	15.00
Charles E. Miller, New York.....	10.00
W. W. Stall, Boston, Mass.....	10.00
Century Road Club Association.....	15.00
American Wood Rim Co., Onaway.....	25.00
Fred C. Gilbert, Detroit, Mich.....	5.00
Kokomo Rubber Co., Kokomo, Ind.....	25.00
Friends in Boston, Mass.....	200.00
James A. Quigley, Boston, Mass.....	5.00
Empire City Wheelmen, Brooklyn, N. Y.....	16.00
L. J. Berger, Chicago, Ill.....	5.00
Century Road Club of America, New Jersey Division.....	5.00
Frank M. Dampman, New York.....	5.00
H. A. Glieman, New York.....	5.00
C. H. Gray, St. Louis.....	5.00
E. C. Stearns, Syracuse, N. Y.....	10.00
D. P. Harris Hdw. Co., New York.....	25.00
J. Walter Thompson, New York.....	100.00
Herman F. Cuntz, New York.....	15.00
W. E. Metzger, Detroit, Mich.....	25.00
C. P. Jaynes, Boston.....	25.00
N. H. Van Sicklen, Chicago.....	10.00

Buckingham Wins in Armory.

Riding from scratch, Walter Buckingham won the mile handicap at the annual members' games of Company F, Twenty-second Regiment, held in their New York armory Thursday night, 3d inst. H. P. Odell, with 100 yards, was second, and J. Cox, from scratch, trailed in third. Time, 2:35½.

Newark Club Chooses Officers.

The Yale Cycle Club, of Newark, N. J., has elected the following officers: President, George Landers; vice-president, William Schenk; recording secretary, Joseph Levy; financial secretary, John Foley; treasurer, Peter Nieder; sergeant-at-arms, Richard O'Connor.

Adee Suffers from Poisoning.

Daniel M. Adee, president of the National Cycling Association and also of the Century Road Club Association, has been confined to his home this week. Ptomaine poisoning resulted from something he ate, but he now is out of danger.

"F. P." PASSES TO ETERNAL REST

Death Claims One of Cycling's Most Gifted Men—His Rise and Notable Career as Editor and Publisher.

Francis P. Prial, president of the company publishing the *Motorcycle Illustrated*, and for a quarter of a century one of the best known and most conspicuous figures in the realm of cycling, died at his home in New York City on Monday last, January 31st. He was stricken with typhoid fever during the Madison Square Garden show and though there was promise of recovery, a stomach which long had given trouble, coupled with a highly nervous organism, did not assist him to weather the crisis.

Mr. Prial's death was in the nature of a shock to nearly all who knew him; at his request nothing was given out concerning his illness, and as a result, few were aware that he had been stricken. During the Madison Square Garden show and only the day before he took to his bed, he was in rare good spirits, and to a *Bicycling World* representative declared that he felt "unusually fit."

Mr. Prial was 46 years of age, and unmarried. He leaves two brothers and a sister, to the latter of whom he was devoted. He was born in New York and, always an apt scholar, he graduated from the New York City College, and soon thereafter drifted into journalism. He was interested in athletics and was one of the organizers of and treasurer of the Olympic Athletic Club, an organization which in the early 80's turned out several champions. This interest led him to the Amateur Athlete, which was his first journalistic connection. In 1886, he became editor of *The Wheel*, which after several evolutions soon became his property. At that time it was not much of a property. The field was small and lean and that *The Wheel* was kept going is not the least of the tributes to Mr. Prial's ability. He was without means and for several years the struggle to make ends meet was a heart-breaking one. But the young owner stuck to it and his perseverance overcame all obstacles. As the cycling movement developed, he developed with it; he became a strong figure in its affairs. A facile pen assumed a fine point. An omnivorous reader to the very hour of his fatal illness, he was uncommonly well read. He loved books—good books. Often he read them from night until morning. Hugo, Dumas, Macaulay, Shakespeare, Thackeray, Emerson—all were intimately familiar to him. They assisted in giving him a style such as is possessed by few, if any, men restricted to class journalism. He became a gifted writer—clear, crisp, strong, incisive. Beautiful and original similes, and whole trains of expressive adjectives simply rolled from his pen. Some of the editorials he wrote were not short of master-

pieces, and not a few of them were written on the spur of the moment and with remarkable speed, for Mr. Prial was lightning fast. In a wider sphere he probably would have become a critic or literateur of national prominence. But as *The Wheel* attained strength and waxed fine and large, he devoted constantly lessening time and attention to writing and buried himself in the purely commercial affairs of his enterprise. His gifts, however, made him a splendid correspondent. He indited splendid business communications, and his personal letters, many of them, were gems worth treasuring.

When practically he ceased editorial work and turned over that duty to others he



FRANCIS P. PRIAL

gave them a free hand. Intense, impulsive, impressionable, highly nervous and subject to alternate moods of elation and depression, Mr. Prial knew his failings. To his editor, he suggested or requested—he rarely gave instructions—that his occasional writings be handled as ruthlessly as those of the humblest penny-a-liner, and when they failed to appear in print, he rarely asked the reason why, and then usually with a quip or jest. He subordinated his judgment and his quick agreeing "Yes, yes; you're right; you're right!" was familiar to nearly all with whom he ever entered into discussion.

From its humble beginning *The Wheel* became a handsome property. In the heyday of cycling, it occupied several floors of a big New York building, the plant including some 20 presses and binding machines. The printing plant was too large for its work; it proved a steady drain, and to help equalize matters and with an eye to the future, Mr. Prial purchased a dry goods publication, which already had wasted several small fortunes. With it, he acquired a couple of high-priced and heaven-kissed "geniuses," the chief of whom, a book lover like himself, and able to discuss art, au-

thors, poets, music and similar whatnot—a quality that appealed strongly to the impressionable side of Prial's nature, and that induced him many times and oft to forget and forgive an uncommon appetite for drink and uncommon absences and dereliction of duty. It was a generous trait that cost him dear. The dry goods journal never earned a penny. Each week for several years it drained Mr. Prial's and *The Wheel's* resources, and when the bicycle craze, as such, spent itself, and the industry rapidly began to contract, Mr. Prial was ill prepared to meet the strain. When the crash came, almost his last dollar went with it. In 1900, the *Bicycling World* purchased and took over what remained of *The Wheel*—a mere shell—and it ceased to exist. His great loss was a terrible blow to a sensitive nature. His depression was great, and always inclined to seriousness and self-isolation, Mr. Prial for a considerable period held aloof even from those who knew him intimately and well, to whom always he was "F. P." But he recovered his spirit and energy and helped establish *The Motor Boat*, which he did much to build into a splendid property. He disposed of his interests in it about three years ago, and a little less than two years ago he took over *The Motorcycle Illustrated*, a weak, colorless sheet. He breathed into it some of his fire and talent and so revolutionized it that not even its fathers now would be able to recognize it. In it, there have been occasional flashes of that penwork of which only "F. P." was capable.

Mr. Prial was intimately acquainted with all of the big men of the cycle trade and of the sport as well. He was much interested in the L. A. W., and early served without pay as its official handicapper for the whole country. He held several minor offices, but when it was transformed into a semi-political machine, with a string of salaried offices and retainers drawing fees, which became the political spoils, he withdrew from active participation in its affairs. In his time, he always was in demand as referee, judge or timer, and few men were more capable. His quick eye was a marvel in placing men in close finishes. When he became interested in motorcycling, he of course became interested in the F. A. M. His interest was beginning to take active form and that an uncommonly useful member has been lost is undoubted. About the last service he performed was to attend the meeting of the committee which revised the constitution and by-laws. He took to his bed that very evening, and never left his room thereafter.

"F. P." was a loyal son and brother—an unusually loyal one—and an equally loyal friend. If he knew how to criticize, he was equally generous and equally capable of bestowing charming praise. He was as sensitive as a child, as warm hearted as a woman, but he did not carry his heart on his sleeve. Only those who knew him best, knew his real worth and his delightful companionship.

DEAD HEAT AT LOS ANGELES MEET

Judges Can't Pick Between Graves and Seymour—Whittler's Fast Half Hour—Automobile Breaks Through Track.

It is a safe prediction that the managers of the Los Angeles motorcycle track will not again attempt to mix automobiles and motorcycles. Nearly all attempts of the sort have sooner or later proved disastrous and it is just as well, perhaps, that the Los Angeles promoters learned their lesson upon the occasion of the first attempt last Sunday, January 30th. On that date the management had intended to make an automobile time trial upon the track constructed especially for motorcycle races the feature of the meet. The police stopped the dangerous undertaking after three miles had been covered in the tortoise time of 3:23 $\frac{3}{4}$. The heavy car ripped boards off the track and finally forced one of its wheels through the surface.

The feature race of the afternoon was the 10 miles open for trade riders, in which Graves (Indian), Seymour (R-S) and Balke (Thor) started. At the gun Seymour took the lead and held it for some time, Graves finally creeping up until they were on even terms. Several laps were ridden with this pair neck and neck, when Graves, in a pretty jump, forged ahead. In a few laps Seymour did the same stunt. It virtually was a neck and neck battle until the ninth mile. Throughout the last mile Graves and Seymour rode wheel to wheel, scarcely six inches separating their elbows. With the crowd yelling like mad, the last lap began, Graves at that time being a half wheel behind Seymour. It was one of the most thrilling finishes ever witnessed in motorcycle racing. Doggedly Graves crept up, inch by inch, just a few inches separating them as they whirled around the last turn into the finishing straight and flew down toward the tape, neck and neck. The judges could do no better than to call it a dead heat. As for Balke, he was never in it and was hopelessly beaten after the first two laps. He persistently kept going, but both Graves and Seymour saw his number twice before the finish. The time was 8:19 $\frac{3}{4}$.

Undoubtedly several world's records were cracked in the half-hour professional race, but until the Los Angeles timers are capable of taking times correctly no records can be allowed. Fred Whittler, who won on his Merkel, covered in 30 minutes of riding 35 miles 2 laps 102 yards, far and away a world's record, but no times for the various distances were announced. For the benefit of the Los Angeles officials, who evidently would profit by a perusal of the competition rules, it might be remarked that the rules require the time to be taken by miles from one to 25 miles, inclusive, and thereafter by five miles. It is only fair to the

riders that they be accredited with records when made, and it is not a difficult matter to do so.

Derosier did not compete, much to the surprise of the spectators. The judicial mind of the chairman of the competition committee has decided that Derosier must remain idle for three months beginning December 18th. One month of his suspension is for alleged back talk to a referee said to be "bossy," and the remaining two months for alleged reckless riding. Because of Derosier's suspension Mitchel (Merkel), Whittler (Merkel), Samuelson (R-S) and Derkum (Thor), were the starters in the half-hour professional race. Derkum was in bad shape physically and should never have entered the race. The local rider was lapped and relapped, outridden and hopelessly defeated by the new cracks. It reminded one of an old prize fighter scrapping for a meal ticket, to see Derkum trying to hold his own against his superiors. For the first 25 miles Mitchel and Whittler made a pretty race, but in the 28th mile the former was compelled to stop for oil and lost ground that he did not have a chance to regain. When the gun popped at 30 minutes Whittler had covered 35 miles 2 laps 102 yards. Samuelson was never a contender.

Graves captured the six miles for singles in 5:41 $\frac{3}{4}$, defeating Seymour handily. Balke was third. There were three starters in the four miles for twins, Seymour taking the lead at the start. He did not relinquish it until after the finish, covered in 3:43 $\frac{1}{2}$. Hubert Kittle, on a Thor, was second, and J. R. Kittle, Indian, finished third. The summaries:

Four miles amateur, twin cylinder—Won by Raymond Seymour (R-S); second, Hubert Kittle (Thor); third, J. R. Kittle (Indian). Time, 3:43 $\frac{1}{2}$.

Six miles amateur, single cylinder—Won by M. J. Graves (Indian); second, Raymond Seymour (R-S); third, Charles Balke (Thor). Time, 5:41 $\frac{3}{4}$.

Ten miles amateur, free-for-all—Dead heat between M. J. Graves (Indian) and Raymond Seymour (R-S); third, Charles Balke (Thor). Time, 8:18 $\frac{3}{4}$.

One-half hour professional, free-for-all—Won by Fred E. Whittler, Salt Lake City (Merkel); second, Arthur Mitchel, New Orleans (Merkel); third, T. M. Samuelson, Salt Lake City (R-S); fourth, Paul Derkum, Los Angeles (Thor). Distance, 35 miles 2 laps 102 yards.

How Club Hopes to Build Track.

The Baltimore (Md.) Motorcycle Club seems determined to have a board track in that city. Efforts to secure financial backing sufficient to erect a one-third mile saucer having proved unavailing, it is stated that the racing members of the club will make a barnstorming circuit of all the larger Maryland towns this summer and that the proceeds from the race meets so conducted will form the nucleus for a track building fund.

FRANCE'S "CRUEL WAR" IN OVER

U. V. F and Professionals Agree and Strike is Off—"Independents" Can Prey on Provincial Riders Only.

"The Strike is dead! Long live the Strike!" as the French would say. The strike between the professional riders of France and the Union Velocipedique de France, the governing body, the details of which have been narrated at length in the *Bicycling World*, came to an end last week. The main issue was the creation of a class of "independents" by the U. V. F., and because the professional riders feared this class would encroach upon their means of livelihood, they formed a union and agreed to boycott the governing body in every possible way.

Apparently the professional riders have gained not only all the points they sought, but considerable more. The Sporting Commission of the U. V. F. has issued a long proclamation in which they agree to pardon all amateur and professional riders now under suspension, except those under suspension for life.

The Paris track managers have agreed not to promote any "independent" races upon any of the tracks within the city, which was the main issue at stake. Apparently the country districts "don't count."

A new administrative policy for the benefit fund of the U. V. F., which was demanded by the professional riders, has been decided upon. It will consist of a commission of five riders—one amateur, one independent and one each from the three professional categories. These five are to be elected by a vote from each category, the ballots for such election having been sent to all riders on January 31, by the U. V. F. A fund of 1,000 francs will be set aside for immediate assistance of licensed riders when necessary. Any money remaining in the fund at the end of the season is to be competed for in specially organized races for the various classes of riders.

As the U. V. F. has granted most of the changes demanded by the professional syndicate, the latter has freed the signers of a previous resolution to boycott the U. V. F. from further obligations. Whether the "syndicate" will be dissolved is not known at this time.

Long Marker Wins Regimental Race.

W. F. Scheyner, of the Thirteenth Coast Artillery, riding with a handicap of 100 yards, won the one mile bicycle race at the Eighth Regiment armory, New York City, Saturday night last, January 29th. His time was 2:25. Charles Nerent, Seventy-first Regiment (60) yards, finished second, and William Vanden Dries, Twenty-second Regiment, rode well and finished third from the scratch mark.

SECRECY VEILS N. C. A. MEETING

Old Officers Re-elected—Gardner is Succeeded by Berry—Racing Matters Still Awaiting Settlement.

The National Cycling Association held its annual meeting Tuesday night, 1st inst., at the Hotel Bartholdi, New York City. Considerable secrecy seems to have surrounded the annual conclave, though for what reason is not known. R. F. Kelsey, the chairman of the Board of Control, could not be seen this week, and other members who were present at the meeting seemed unwilling to discuss the proceedings. It was learned, however, that "something of considerable importance," as one person expressed it, was done, but just what it was could not be ascertained.

Those present at the meeting were: President D. M. Adee, First vice-President C. B. Bloemecke; Chairman of the Board of Control R. F. Kelsey, C. Ross Klosterman, of Baltimore; Paul Thomas, Century Road Club Association; Captain King, Sixty-fifth Regiment, Buffalo; Francis Heath, Salt Lake City, and Secretary R. A. Van Dyke, of New York City.

The result of the election returns the same men to the control that have governed the National Cycling Association for the past few years. Daniel M. Adee, who also is president of the Century Road Club Association, was re-elected president; Charles B. Bloemecke, of Newark, first vice-president; P. T. Powers, Jersey City, N. J., second vice-president, and R. A. Van Dyke, secretary.

No treasurer was chosen for the reason that the chairman of the Board of Control fills that office. R. F. Kelsey again was elected to that position, and with one exception the Board of Control will be the same as that of last year. It has been rumored in Salt Lake City for some time that the Heaths, who own the Salt Palace saucer track, were anxious to oust Frank L. Gardner from his position as representative for the Rocky Mountain district, which comprises North and South Dakota, Colorado, Utah, Arizona, New Mexico, Oklahoma, Indian Territory, Kansas, Nebraska, Wyoming, Montana and Texas. Just what the Heaths' objections to Gardner are would be interesting to know, as it always has been supposed that Gardner was very popular, and his decisions fair and square and not influenced by either riders or track promoters. At any rate, Gardner was removed at the meeting last Tuesday night, and in his place was appointed Charles L. Berry, who has acted as referee at the Salt Palace saucer for some time. Howard G. Reynolds, of Boston, was re-elected as representative for District A; Dai H. Lewis, of Buffalo, for District B, and C. Ross Klosterman, of Baltimore, for District C. Frank L. Kramer was retained as the

representative for the long since defunct American Racing Cyclists' Union. The A. R. C. U. has been dead for so long that nearly everyone has forgotten it ever existed.

The Board of Appeals will remain the same as last year with a change in the chairmanship. M. L. Bridgman, who has long held that position, asked to be relieved because of continued illness, and N. E. Turgeon, of Buffalo, was made chairman. Bridgman will, however, remain upon the board, the other members of which are: R. G. Betts and A. G. Batchelder, New York City; S. A. Miles, Chicago, and Dr. Charles G. Plummer, Salt Lake City.

Strange to relate, for the first time in years there were no amateurs transferred to the professional ranks, nor did any professionals apply for reinstatement. This, in spite of the fact that amateurs last year at the Clifton (N. J.) Stadium received cash throughout the season.

That this condition of affairs was known to the National Cycling Association's officials there seems to be little doubt. One rider told the Bicycling World man that he was almost compelled to take cash instead of prizes, and finally compromised with an order, which he promptly gave to the chairman of the Board of Control, asking him to get him a prize with it. The rider said he told the chairman of the circumstance at the time, but so far as he knows, nothing was ever done.

Another matter that came up for consideration at the annual meeting was that relative to the squabble between Floyd A. Macfarland and the owners of the Newark Velodrome. Macfarland made a contract to compete upon that track last season, but it will be remembered that early in the season he fell while training for a motor-paced race and broke his arm. He was incapacitated for nearly the entire season, and the Velodrome management deducted approximately \$600 from his contract money. Macfarland put the case up to the National Cycling Association to settle. It is understood that no definite decision was arrived at because of the unintelligible language of the contract between Macfarland and the track management, but that Macfarland appears to have the advantage in the argument.

Although the Board of Control was appointed to revise the racing rules as long ago as last November, apparently nothing has been done in the matter. The committee reported, however, that it will have a new set of racing rules ready by April 1. It is expected that the new racing rules will be designed to eliminate any such action as was made last season upon the occasion of the last championship race, when Chairman Kelsey changed a championship race at the eleventh hour simply upon the protest of one of the contestants.

Although the rules of the National Cycling Association provide that money collected from fines inflicted upon riders shall be put into a fund, and at the end of the

season a special "penalty race" open to riders who have been so fined shall be run with that money as prizes that was not done last year. Apparently there was no one in attendance at the annual meeting to ascertain why it had not been done.

Francis Heath, one of the owners of the Salt Palace saucer, asked for an extension of territory for his franchise rights. The rules provide that no track can be operated within five miles in every direction of the incorporated limits of a city in which one track is already situated. It was learned that Heath feared some eastern promoters might attempt to build another track in Salt Lake City, or near enough to detract from the interest of meets at the Salt Palace saucer, which was his reason for applying for an extension of territory. The application was granted.

Although more riders were registered in 1909 than the year previous, the receipts, over and above expenses, were not so great as in 1908. Therefore, Chairman Kelsey, to whose salary is applied all moneys remaining in the treasury after paying expenses, did not fare as well. The total profits of the association for 1909 were \$931.43 as against \$1,113.38 for 1908. The number of professionals registered was 79 and trainers 20. Licenses for road racing only were issued to 327 riders, and for track and road racing to 240 riders. The total number of licenses issued during the year amounted to 666, a very creditable number, and a thermometer indicative of the interest in the sport at the present time.

Bay City Team Fastest on the Rollers.

By winning the inter-club home trainer race, held at Puckett's Hall, San Francisco, Thursday evening, January 28th, the Bay City Wheelmen of that city added another beautiful trophy to the already large collection that reposes in their well appointed club house.

Five teams were represented, each rider going two miles, and the race was very exciting from start to finish. Fred Diver represented the Bay City Wheelmen on the easy side of the rollers, while Fred McCarthy, formerly of Canada, took the hard side for the same club. Diver covered his two miles in 2:29. He showed class from start to finish, unwinding his sprint after riding only three-quarters of a mile. He walked away from W. Petry, of the New Century Wheelmen, who was opposed against him. Diver's time was the fastest made during the evening on the easy roller. McCarthy certainly surprised some of the veteran riders and "fans." He had never competed in a home-trainer race but said he was willing to try and the result was that he scored the fastest time on the hard side of the rollers, accomplishing his two miles in 2:47½.

The results were as follows: Bay City Wheelmen, 5:16½; New Century Wheelmen, 5:38½; Golden City Wheelmen, 5:47½; Oakland Wheelmen, 6:24½; Alameda Wheelmen, 6:52½.

KEEPING MUSCLES IN CONDITION

Winter Exercise that Keeps the Racing Man "Fit"—Methods of Reducing Weight—Diet and Massage.

Although this is not the season of the year when riders are apt to be training for bicycle racing, still there is nothing so beneficial to one's health as keeping in condition all the year around, and a few hints and suggestions along these lines may not be amiss. It has been said that Frank L. Kramer, America's fastest rider for the past decade, has never been caught out of form, and this is true to some extent. For the real athlete will not permit himself to spend a winter in idleness, begin the spring in a hog-fat condition, and then at the expense of his strength train himself down to weight.

At this time of the year weight reducing is apt to be in the minds of many riders, as the athlete will take on flesh more rapidly when inactive than the always inactive man. To reduce weight successfully it is essential that any particular process be followed assiduously. The methods are varied, the principle ones being by dieting, physicing, exercising and taking Turkish baths. None of these are to be recommended singly, although an advantageous combination may be arrived at.

Perhaps the best method of reducing weight is a natural sweating process induced by exercise. A pure woolen undershirt and drawers, a heavy wool sweater, heavy knickerbockers and a pair of woolen stockings is a proper attire. The bicycle should not be geared above 80. A brisk five-mile ride four or five times a week will have the desired effect of reducing the weight without weakening the system in general. Turkish baths are beneficial to older riders, but are apt to prove too exacting to young riders.

Although volumes have been written upon the subjects of eating and drinking, too much attention to these details cannot be paid. A meal should never be hurried over, and what is more important, they should be taken regularly, and the food well masticated before allowing it to pass into the stomach. Every school boy has these things drilled into his mind in his lessons of hygiene, but nine-tenths of them promptly forget the advice, once beyond the confines of the school room. It is a mistake to partake of too much fluid during a meal; this should be imbibed after the solid portion of the meal has been eaten. The more simple the diet the greater is the prospect of health to the individual, and it is a well-established fact that we eat far more than is required for ample nourishment. It is a far better plan to leave the table feeling still hungry than to eat so much that a feeling of drowsiness comes after the meal. It sometimes is difficult advice to follow, but

canned meats and vegetables should be eschewed as much as possible.

Between the two words, work and exercise, there lies a great gulf. Scientifically speaking, there is no difference between the daily laborer who works as circumstances demand and the more or less refined exercise to which the crack rider devotes himself. The laborer must of necessity fulfill his muscular work, but the bicycle rider takes his exercise when he feels like it and in the proportion desired. At the same time he follows, or should follow, the calls of hygiene, diet and rest, while the poor man works too much, feeds too badly and sleeps too little. For that reason work wears out the one, while exercise strengthens the other.

But what the workman does of necessity, the athlete can do through excessive zeal. In the two cases the result is the same, and the abuse from overtraining causes exhaustion and draws upon the resources of health as surely as does excessive manual labor.

Some exercises during the winter are essential to keep in shape, but there is danger of overdoing the thing. Moderation in all things is the keynote of success in most forms of endeavor, and it is as true of bicycle riding as of any other branch of sport. Above all, in conclusion, never forget the importance of massage, always following exercise and frequently when not using the muscles to any unusual extent. As the muscles form by weight more than one-half the human body, it is reasonable to suppose that they require considerate treatment.

Vanden Dries Scores in Brooklyn.

There was so many entries in the five miles scratch race at the annual games of the Knights of St. Anthony, held in the Thirteenth Regiment armory, Brooklyn, Wednesday night, 2d inst., that two trial heats and a final were necessary. J. Donnelly, an unattached rider, won the first heat from Charles Nerent, of the Seventy-first Regiment, in 2:48½, the trial heats going for one mile. In the second heat H. R. Brown, of the Twenty-third Regiment, cleverly nosed out Owen J. Devine, of the National A. C., Walter Raleigh, of the Acorn A. A., finishing a close third. There was a lap prize in the final heat, and Raleigh plugged so hard that none of the others had a chance. Just after the start Charles Nerent and an unidentified rider were put out of the running by a bad spill. In the final sprint for the tape William Vanden Dries showed that he had his sprint on hand, by beating Raleigh handily, with Brown close up for third. The time was 13:05½. W. Buckingham, whom the Knights of St. Anthony expected to carry their colors to the front, fell in the final heat after riding 30 laps.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

TEAMS CHANGE FOR NEWARK GRIND

Shifts in the "Line-up" for the "Little Six Days"—Sprint Card Precedes the Week's Struggle.

Beginning tonight (Saturday) Newark, N. J., will be the center of bicycle racing in this country for one week, when an abbreviated six days race will take place next week in the First Regiment armory, the cocktail this evening being a card of races that should provide exciting sport.

With 11 teams, instead of 13 as first announced, the six days race will begin Monday afternoon at 1 o'clock, and will continue ten hours each day until next Saturday night, February 12th, the riding hours being from 1 p. m. until 11 p. m.

Work upon the track was started last Thursday and was completed this morning, so that the riders will have an opportunity of becoming accustomed to its curves before tonight's meeting. The saucer measures 11 laps to the mile and is said to be faster than the Madison Square Garden track. The first Regiment Armory is located at Sussex avenue and Jay street.

Several shifts in the teams that originally were announced were made necessary this week. Edward F. Root is still in Europe, and Joe Fogler could not come to a financial agreement with Manager J. M. Chapman, while Robert J. Walthour decided not to ride, as he has just secured a contract to compete in Europe and will leave at once. Walter A. Bardgett, the well known Buffalo sprinter, will mate with Collins.

That the race will be interesting is assured by the fast combinations that have been made. Kramer and Fenn share honors as the favorites, with Moran and Lawson, while the Bedell Brothers may be counted upon to finish with the leaders, providing no accidents occur. Anderson and Krebs also is a formidable team.

The official list of teams is as follows:

Frank L. Kramer, East Orange, N. J., and W. S. Fenn, Bristol, Conn.

James F. Moran, Chelsea, Mass., and Iver Lawson, Salt Lake City.

John Bedell and Menus Bedell, Newark, N. J.

W. L. Mitten, Davenport, Iowa, and Edward Rupprecht, Newark, N. J.

Ernest A. Pye and Patrick Hehir, Australia.

Fred G. West, San Francisco, and J. Frank Galvin, New Milford, Conn.

Norman Anderson, Denmark, and Floyd Krebs, Newark, N. J.

Elmer L. Collins, Boston, and Walter A. Bardgett, Buffalo, N. Y.

George Wiley, Syracuse, N. Y., and Percy O. Lawrence, San Francisco.

Thomas Smith, Newark, and Charles Vannoni, Italy.

Charles Stein, Brooklyn, and Teddy Billington, Newark.

WHAT TO WEAR WHEN CYCLING

Wool vs. Cotton and the Value of Perspiration—Loose and Tight Clothing and Effect of Colors.

What to wear and what not to wear has been an all-absorbing topic for discussion since civilization began, and the probabilities are that it always will remain such. Adam and Eve, as well as their offspring, were content to adorn themselves with single fig leaves, and centuries later we find that the early races of savages were satisfied with a single skin for garment. The advancing eras in history brought changes in raiment, quite naturally, and since the tribal ages the subject of clothes has received more than its share of attention.

Probably in no avocation, or more properly sport, has dress apparently been so paramount an issue as in cycling. It is almost certain that never will everyone agree as to the proper attire for the cyclist, for as soon as one theory is advanced there are others equally reasonable in argument at hand to refute the advantages claimed, and thus is produced endless discussion.

Nevertheless, such discussion usually is interesting, and though it may not produce universal conversion to the theories of any particular individual, it has the advantage of creating thought in the minds of those vitally affected, and perhaps, though not necessarily so, may ultimately be productive of beneficial results.

In line with this thought, "Clothes for Cycling" is the title of an interesting article by Athol Maudslay in the current issue of the Cyclists' Touring Club's official organ. He warns riders against using very brilliantly dyed materials, as they may cause blood poisoning, particularly when the rider is overheated. Natural wool is the best, as it has the power of preserving the heat of the body or allowing the moisture to evaporate that is generated in the form of perspiration. It is by perspiration that the sensation of heat is relieved. "For a cyclist to perspire," adds Mr. Maudslay, "is a splendid thing; it is a sudorific, without recourse to drugs; it eliminates disease and acts as a restorative to health; but to do so one must wear suitable underclothing, otherwise the effect will be as bad as it might be good. It is all right so long as the cyclist does not get chilled when he ceases to exert himself."

Wool, Mr. Maudslay points out, is a bad conductor, and consequently it slowly conducts the external heat to the body and is equally dilatory in conveying away from the body in cold weather the heat generated therein. It also dilates the blood vessels of the skin, whereas cotton diminishes the blood supply. When cotton underclothing becomes saturated, owing to perspiration, the blood is suddenly driven from the skin and a dangerous sensation of cold is produced. This is owing to the fact that the

vegetable fibre of which cotton is composed is incapable of absorption.

Loose clothing is warmer than tight clothing. The feeling of irritation experienced by some people when first using wool next to the skin is due to its action on the nerve centers and soon passes away. This irritation is invaluable, for it stimulates the skin and encourages the blood vessels to dilate. The color of underclothing is not of much consequence, but for the outer covering it is of great importance. A white garment will absorb 100 degrees Fahr. of the sun's heat, whereas a black material absorbs as much as 208 degrees. All dark colors add to the external heat.

Buffalo Club Celebrates Quarter Century.

More than 250 past and present members of the Buffalo Ramblers Bicycle Club celebrated its 25th anniversary at a banquet at Statler's restaurant, Buffalo, N. Y., Saturday night last, 29th ult. Frederick L. Hartmayer acted as toastmaster. Organized on January 26, 1885, the Ramblers flourished steadily, were incorporated February 11, 1890, held their own through the lamented boom and then, when many of their fellows were dying, lived lustily until today, the club is as thriving as ever. President Edward J. Young reviewed the history of the organization, and Mayor's Secretary John Sayles, responded to the toast, "The City of Buffalo," urging the members of the club to continue in their activity and wishing the club many more years of success and prosperity. City Clerk Harold J. Balliett and Henry H. Warren were the other speakers. The present officers of the club are:

President, Edward J. Young; vice-president, Charles Reister; recording secretary, Eugene Rose; corresponding secretary, Harold Hennessy; financial secretary, Richard Wirtner; treasurer, Vernon Gulmer; press correspondent, William Speidel; directors, Henry Ter Doest, August Schoell and Henry Baer; captain, John Lester; first lieutenant, George Baker; second lieutenant, John Krauss; color bearer, Arthur Reister, and bugler, Frank Taylor.

Newark May Have an Indoor Track.

That an indoor track will be one of the features of Newark, N. J., next winter is the news that comes from that place. According to an authenticated report, plans already are under way to build a monster stadium in that city, where all kinds of sports will be held during the winter months. That the project is not a fanciful dream is proved by the fact that four well known business men already have secured an option on a suitable plot of ground and it is expected that work will be commenced in the spring.

"Please renew my subscription for the *Bicycling World and Motorcycle Review*. I would not be without it if I had neither motorcycle nor bicycle."—A. L. Bertele, Akron, Ohio.

TRAITS OF THE REAL TOURIST

The Several Factors that Enter into His Make-up—Bump of Locality and the "Touring Spirit."

Much of the art of cycle touring is not very readily communicable by the written word. It may, perhaps, to some extent be inculcated by example, but in a general way it is born with the individual, just as poetry is said to be. A person is born with or without the wander fever. If it is not there, nothing will produce it; if it is there, it can, with difficulty, be suppressed, or with opportunity it can be enormously encouraged, says Cycling. The genius for travel and exploration is a well recognized thing, and admirably illustrated in our Livingstone, Stanley, Burton, Whympier, Sven Heden, and, in our own pastime, by Tom Stevens, and other world circlers, "Karl Korn," Jefferson, and so on. The cycle itself, by reason of its rapidity and unceasing motion, whereby the small things of the roadside escape notice, encourages its rider to constantly seek fresh pictures, unless he confines himself to the scorching side of the pastime, and many a poor clerk or shopman by its means is made to feel that he could give Peary points if he only had the opportunity; meantime, he exercises his talent in devising new runs for his precious week-ends, a hard task after a year or two in the same place, when another ten miles of red-inking is accounted a great find.

Then there comes the bump of locality, so prominent in some and so conspicuous by its absence in others. Men are conspicuously superior to women in this sixth sense, and so marvelously is it developed in some that they would almost seem to have a piece of steel built into them, which always makes them able to locate the magnetic pole. Largely, no doubt, this is a matter of habit, as one sees by the relative helplessness of a townsman and a countryman in each other's territory. However strong his desire for wandering, the average man will soon give up touring if he is constantly losing his way, unless, indeed, he also has that much rarer art of feeling pleasure in such a contretemps. I have known men who positively tried to lose themselves, and, with a sort of Mark Tapleyism, accounted a plain ride accomplished without adventure or mishap as of nothing worth, but they had the true touring spirit, of which hereafter.

Similar, but not identical, with the bump of locality is the eye for country, which enables its owner to determine, almost as if by instinct or inspiration, which of several roads will be the pleasantest, easiest, shortest or the reverse. The savage has this quality very highly developed, and his antithesis, the highly-developed and cultured townsman, has none of it. The species of trees, the color of the grass or soil, the direction of the vast furrows that go to make

up "the lie of the land," a tell-tale wisp of vapour, the trend of the hedgerows or trees, and a dozen other signs, imperceptible to or unusable by the townsman, guide the countryman in his selection of a route.

Coming perilously near the science of touring is the art of doing with very little impedimenta, and of packing that little neatly and compactly; and closely allied to it is the knack of contriving a makeshift repair to tire, machine, baggage, or even to person. The genius of making friends, or, at least, of making oneself at home with strangers is a very useful addition to the art of touring; it makes the tour so much more interesting and useful, as well as merely pleasant. Every other roadster should be a friend until he shows that he is not. It is a trite but true saying that civility costs nothing. As a broad rule, with plenty of exceptions to prove it, it will be found that a man's conversation is interesting in the reverse ratio to the shabbiness of his coat. What more insipid than the colorless, carefully reserved remarks (they cannot be called talk) of the regulation cut fop, as compared with the racy flow of the out-at-elbows Bohemian of the road?

There are sundry minor arts such as knowing whether an inn will be good, bad, cheap or dear from the outside, or look of the landlady; of making threepence go as far as another's shilling in the way of giving a tip, of accommodating oneself to a too hard or a too soft bed, etc. Some of these are common to all cycling, such as the knack of riding easily and not too rigidly over rough roads, tackling hills at exactly the proper speed, reserving one's strength and speed instead of spurting early in the day, and dodging a headwind by tacking along side roads.

But the chief essential of a successful tourist is the proper touring spirit, almost as indefinable as the "life" of a cycle, which makes it run swiftly and easily instead of with the harshness and labor of new machinery. It is here that the art almost clashes with the science of touring, for the ideal tourist is not out for the mere purpose of riding so many miles, through so many countries, noting so many "sights" and views, or making himself into a kind of living guidebook of the district (some of us have to do this professionally and much fun we miss thereby). After the walking man, the cyclist is perhaps the freest of all travelers, and he should avoid making fetters for himself in the way of a scheduled timetable, fixity of route, pace per hour, and so on. There is no need to move on religiously every morning, whatever the inclination or the unexpected attractions (human or natural) of the place; an off-day from the machine is often remembered as one of the pleasantest of the trip, and also goes to make the next day more full of savor by reason of the change. It is folly to keep grinding on day after day against a headwind, just because one planned out a certain trip on the dining room table at home, more especially when the reverse direction

may be just as interesting and novel. I do not for one moment decry the due preparation for a tour, and am quite alive to the pleasures of anticipation, but it is no good kicking against the pricks, and, if the plan of campaign has to be abandoned on the second day, it is not waste of time, even if another opportunity never arises of seeing that particular piece of country. The man who persists in pushing through a fixed program, though all the fates seem conspired against him, shows his pluck, and probably gets himself into good physical condition, provided that he doesn't overtax his strength—a very frequent occurrence to young tourists—but reminds one rather of Mark Twain's saying: "The only way to keep your health is to eat what you don't want, drink what you don't like, and do what you'd rather not." This reminds me of a very keen tourist who, though a bit of a dyspeptic, carries this doctrine of "free and easy" into his dietary so far as to lunch on cold veal and ham pie, saying "what does it matter whether it is good to ride on or not; it's good to eat," and as often as not he takes an hour's nap under the hedge to sleep it off. It may be that that hour is the pleasantest of the day, but if the pie has been very, very solid, I fear that it may be full of the breakneck hills, scorching motors, and gigantic dogs of the cyclist's nightmare.

One of the very oldest tourists I know insists that the jolliest trips he ever had were those he undertook accompanied by two or three friends of an equally happy-go-lucky temperament, each with a couple of sovereigns tied in the corner of a handkerchief, going anywhere and at any pace with only one trammel, and that was the return when the money was gone. By the way, in case one carries this too far, it is always well to carry something of value with one, e. g., a good watch, chain or trinket, which is pawnable and good for a sovereign or so in case of emergency. As a boy, I had a half-guinea, which often served me in good stead, and it has always been a sore point with me that I lost that half-guinea—probably through frequent detachings—instead of merely losing the ticket when I had got the usual ten shillings out of mine uncle on its security.

The last art I shall touch on is a thorny one—whether to tour alone or in company, and, if the latter, with whom. Briefly, I have come to the conclusion that for real adventure or for magnificent scenery, it is best to be alone, unless, indeed, one knows of a companion who can be more sympathetic than oneself, and encourages one in one's own bent. There are such—I have known them—but they are few, and I have an uneasy query at the back of my mind as to whether the feeling is as reciprocal as it should be, whether, in fact, one is not imposing on their good nature. Of course, the rider's temperament will be the deciding factor in many cases. Some cyclists would not think of touring alone. Congenial company is the very essence of the tour to these

gregarious souls, and a solitary ride through the finest scenery in the country would have no charms for them. Their case, naturally, is one for the exercise of personal taste.

F. A. M. Commissioners for the West.

In line with the policy instituted in the Eastern district, Charles Wyatt, vice-president of the Western district, Federation of American Motorcyclists, has begun the organization of his territory by the appointment of State and local commissioners. In addition to the commissioners appointed, A. A. Barker, of Indianapolis, where Mr. Wyatt himself is located, has been delegated to represent the legal interests of F. A. M. members in Indiana.

The State Commissioners thus far appointed are for the States of Indiana, Illinois, Ohio and Oklahoma, they being, respectively, R. H. Sturm, Indianapolis; C. H. Lang, Chicago; C. J. Weitzel, Dayton, and L. R. Boone, Chickashaw. Local commissioners have been appointed in the persons of R. S. Mattoon for Chicago; H. L. Dipple for Indianapolis, and Dale G. Trowbridge for Upper Sandusky, Ohio.

Mr. Wyatt now is seeking commissioners for Michigan, Wisconsin, Minnesota, Iowa, Nebraska, North and South Dakota, Kansas, Montana, Wyoming, Colorado, New Mexico and Indian Territory.

Keeping Australia's Big Race Clean.

Because the popularity of the Warrnambool to Melbourne bicycle road race, which annually is promoted in Australia by the Dunlop Rubber Co., threatens to tarnish its reputation, that company is taking steps to protect the bicycle and tire trade by making every entrant nominate what make of machine and tires he intends riding when he enters for the race. No offering of bonuses will be permitted. A trade agreement not to furnish free bicycles or tires to riders, or to sell them under a set figure, probably will be arrived at if the efforts of the Dunlop Co. are successful. The "Warrnambool-Melbourne" is perhaps the greatest road race in the world, and it is to keep it a truly great sporting event that is the promoter's ambition, and one free from trade influences.

El Paso Club Favors Short Terms.

Permanent organization of the El Paso (Tex.) Motorcycle Club was effected last week by the election of the following officers: O. O. Smith, president; J. L. Hebard, secretary; R. E. Allen, treasurer, and D. D. Utt, captain. The term of office is six months for all but the captain, who is elected to serve for a period of three months.

Walthour to Become a Parisian.

According to reports from Atlanta, Ga., Robert J. Walthour, the pace follower, has decided to join the large colony of self-exiled Americans in Paris. Walthour has sold his home in Atlanta and will permanently reside in Paris.

RADICAL DEPARTURE IN ENGINES

Remarkable Features Contained in a Chicago Production—Fuel Injection and but One Valve Employed.

Having learned the general principles governing the operation of the engine of any of the motorcycles at present actively on the market, the man who is interested in motorcycles from the mechanical side has learned the principles governing them all in that the so-called "four-cycle" engine is the type almost universally employed. It is not to be disregarded, however, that there are other types of gasoline engines, some of which may be destined ultimately to be introduced into motorcycle construction in rivalry with the established "four-cycle," and for this reason the development of engines of new form and method of operation profitably may be watched.

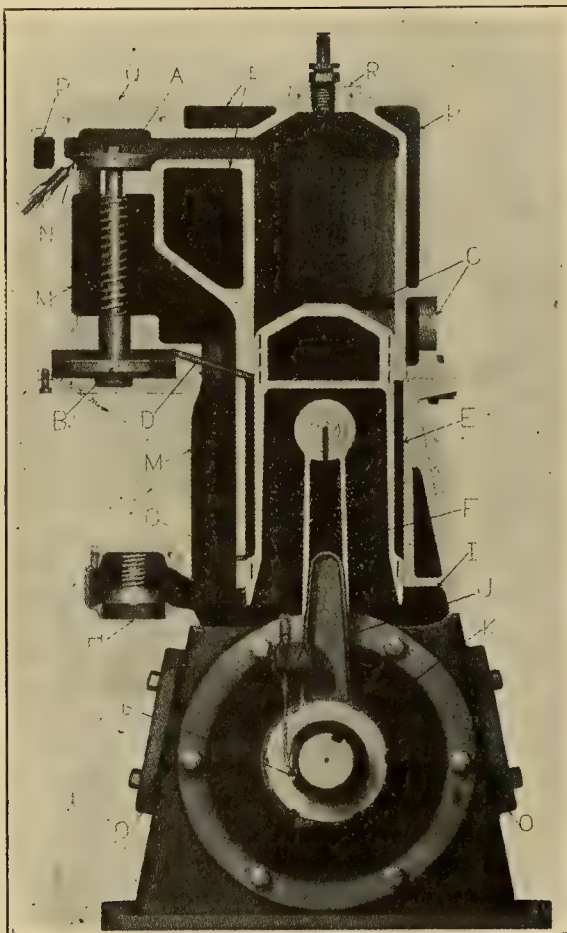
Such engines generally represent the efforts of designers to accomplish greater results with about the same amount of weight and mechanism as with the best types of "four-cycle" or greatly to simplify and reduce the mechanism while maintaining results practically equal to those obtained with present engines of like cylinder capacity. Some designers think that the carburetter can be dispensed with altogether by the substitution of a "fuel injection" arrangement incorporated in the engine itself, so that the fuel, instead of being conveyed from the carburetter by suction, in the form of vapor, will be squirted directly into the cylinder in exactly the proper and predetermined amount, to vaporize in the compressed and heated air in the cylinder's interior.

In other engines it is aimed to obtain a "two-cycle" instead of a "four-cycle" effect, so that the engine will have a power explosion on each down stroke of the piston or once every complete revolution, instead of once every other revolution as in the "four-cycle" type. In the "two-cycle" there is required one up stroke and one down stroke to make the two steps necessary to complete the "cycle," circle or round of operations, while with the "four-cycle" it requires four steps or stages, which are represented by two down strokes and two up strokes in alternation. Because of the necessity of forcing a fresh charge of gas or "mixture" into the cylinder at the same time that the exhaust gas is making its way out of the exhaust ports, most "two-cycle" engines first suck the mixture from the carburetter into the crank case, where it is compressed to a pressure sufficient, when it is released into the cylinder, to rush in and fill the space which a moment before was occupied by the exhaust gases. It is with the idea of having only pure air instead of explosive gas to compress in the crank case that some of the designers favor "fuel injection," which

adds the gasoline to the air after the latter has been placed in the cylinder and compressed ready for the explosion stroke.

An example of some of the unusual methods that are taken by designers is presented in the Shortt engine, a new and radical production which is being made and marketed by the W. M. Ryan Co., of Chicago, Ill., and for which it is claimed that it not only has no carburetter and no live compressed gas in the crank case, although it is of the "two-cycle" type, but that its fuel injection system and one-valve operation is unique.

Although the design of the motor is radi-



DETAILS OF THE SHORTT ENGINE

cal in several respects, it is the method of valve actuation, which is most extraordinary and which is the key to the operation of the system. Purely for valve actuating purposes, a "differential" piston is employed, being wider in diameter at the bottom section than at the top. The counterbore of the cylinder in which the enlarged portion of the piston works is only very slightly greater than the main or working bore. The main or trunk portion of the piston is protected from leakage by means of three packing rings of ordinary construction, while the enlarged diameter is protected by a single ring. The counterbore of the cylinder communicates by means of a single duct with the valve chest, while a small port leads from the lower part of the counterbore to the space outside the cylinder.

The valve chest, which leads from a transfer port to the cylinder, is fitted with a single poppet valve, which has an unusually long stem leading down to a sup-

plementary cylinder in which is fitted the auxiliary piston. The lower part of the supplementary cylinder is sealed. But into the part above the auxiliary piston is led the duct from the counterbore of the main cylinder. A light spring holds the valve upon its seat.

It is evident that as the main piston performs its stroke, a partial vacuum must be created in the counterbore at each downward movement, which is broken as the piston uncovers the second and lower port in the counterbore. This alternate depression and raising of pressure is communicated through the duct of the supplementary cylinder, where it causes the auxiliary piston to rise and fall, following the cycle of the main piston, and thus causing the opening and closing of the valve. From this point the action of the engine as a whole is readily comprehended.

The general arrangement of parts will be seen from the accompanying illustration, in which A is the main valve, B the auxiliary piston, C the exhaust ports in the cylinder wall, D the duct which leads from the counterbore of the main cylinder to the supplementary cylinder, E the counterbore portion of the main cylinder, G the open port of the lower part of the counterbore through which the vacuum in the supplementary cylinder is broken, H the automatic air valve to the crank case and the transfer port. The connecting rod F, crank case I, timber lever and commutator J-L, water jacket P and spark plug R fulfil their usual functions. The remaining organ of importance is the fuel injection inlet N, which, during its inoperative intervals, is closed by the main valve A.

The cycle of operations is as follows: Pure air is drawn into the crank case during the up stroke of the piston through the valve H, and is compressed upon the subsequent down stroke of the piston. Coincident with this piston movement, a partial vacuum is created in the counterbore portion of the cylinder E, the depression being communicated through the duct D to the supplementary cylinder, where air pressure beneath it at once causes the auxiliary piston B to rise, lifting the main valve A from its seat and admitting the charge of compressed air to the cylinder.

Because of the greater pressure of the inflowing air than that back of the fuel, no gasoline or oil flows from the nozzle N, although it is uncovered as soon as the main valve leaves its seat. The early portion of the induction period thus admits only a scavenging charge of pure air to the cylinder. As the pressure in the crank case and transfer port falls, as a result of expansion, however, it at length becomes less than the pressure which is maintained in the fuel line. In consequence, injection of fuel commences and lasts until the main valve is closed.

Obviously, the main valve is held open until the enlarged portion of the piston reaches the lower end of its travel, when the partial vacuum is broken by the un-

covering of the release port G, which admits air from the transfer port. Rising pressure in the supplementary cylinder then permits the spring to force down the piston B and thus to close the main valve. The scavenging and induction period thus occupies a portion of one down stroke of the piston, the instant of opening of the main valve depending on the strength of the retaining spring.

The up stroke of the piston serves to compress the mixture, ignition occurring at the usual time. The down stroke, within the main cylinder, is taken up with the functions of expansion and exhaust, the latter occurring when the wall ports are uncovered. The action within the cylinder thus is of the regular two-cycle order, save that instead of introducing the gas above the piston, as with the ordinary three-port type of engine, it enters from the top of the cylinder, preceded by a charge of pure air which insulates the live gas from the exhaust products and thus provides for a clean firing charge.

In addition to the advantages derived from the scavenging of the cylinder and the injection of fuel directly into the combustion, these points are claimed in favor of the Shortt engine: It has no carburetter, no compressed gas in the crank case, no heavy and complicated valve gear and has "perfect" lubrication. The latter function is accomplished with the aid of a single oil cup which is placed alongside the cylinder just below the exhaust ports. From that point it is fed by gravity to other parts of the mechanism, the absence of fuel or gas in the crank case materially assisting in the process, since there is no tendency for the oil to be washed from the bearings, as sometimes is the case with the regular three-port engine. The Shortt engine is manufactured in various sizes, and in one and two cylinder units. With 3 by 3-inch cylinder dimensions, the rating given is $2\frac{1}{2}$ to 3 horsepower, with 4 by 5-inch dimensions, the rating is given as 5 to 6 horsepower, and the speed range is stated as 200 to 1,000 revolutions per minute.

While the Ryan company states that the engine is the result of ten years' experimentation, and that it has been in actual service for three years, apparently it never has been applied to a motorcycle, although adaptable to such use.

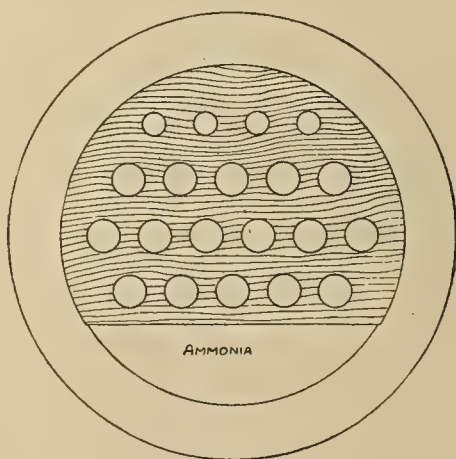
Clogging of Filters in Gas Lamps.

Trouble with acetylene lamps frequently can be traced to clogged filter pads, and it really is surprising how much finely powdered lime these pads will intercept. Of course, a clogged up filter pad is responsible for the reduced supply of gas reaching the lamp. To take out the old filter and insert a clean, dry one, is but the work of a moment; the old one can be washed, dried and used again. Filters of silicated cotton, or felt, are preferable to cotton wool, and it is advisable to carry a couple of them along when on extended trips.

BASINS FOR IDLE SPARK PLUGS

Simple and Useful Device for Keeping Them Clean and Within Reach—How It is Made.

It is surprising how many idle spark plugs accumulate in out-of-the-way corners of factory testing rooms and repair rooms and also in dealers' workshops, where much repair work is done, which become fouled in testing out machines and are taken out and laid aside and others substituted for them. Unless there is a shortage of testing plugs no one ever thinks of cleaning



those which are temporarily out of commission, and it often happens that the same plug will be picked up half a dozen times or more to test different machines, and will have to be taken out again because it will not spark regularly, or sometimes not at all. In all well regulated establishments there should be a receptacle set aside for all carbonized plugs and another for damaged ones, and these should be restored to working order when opportunity offers, for there is considerable satisfaction in having a supply of usable plugs always at hand; it also avoids having to make requisition on



the new stock or on the toolkit or engine of some other machine. For cleaning a quantity of such fouled plugs the method shown in the accompanying illustration has several features to commend it. The first illustration shows the construction of the utensil. The materials needed are an ordinary porcelain wash basin and a strip of tin board. The board should be cut to fit into the basin or bowl as shown with one end side open and holes bored in the top for the plugs. These then should be placed in the holes business ends down and the bowl filled with ammonia until it almost touches the board. The plugs should be let stand in the solution for from a half to an hour, and then brushed with a stiff tooth brush dipped in the ammonia, after

which the carbon easily can be washed off. If, after cleaning, the plugs are rinsed in hot water, they will dry more quickly.

How to Patch a Puncture.

In repairing a puncture, frequently the patch, after applying the solution, curls up and is difficult to manipulate. This can be remedied by solutioning the patch on both sides, according to the Scottish Cyclist. The proper way to do it is "slightly smear one side of the patch with solution, and lay it sticky side downwards on a shilling, or, if the patch be a large one, on a penny. Then spread the usual necessary even film of solution on the exposed face of the patch. It is solutioned on both sides, it will not curl up, and it is capable of being handled when thus mounted without contact of the fingers with the patch, and it is conveniently set apart to reach the nearly dry condition of tackiness requisite for proper repairing, whereas a patch solutioned on both sides, and unsupported, becomes an awkward handful. The coin plus patch, when applied to the wound, can be pressed on with even distribution of the pressure, and then the coin comes away, leaving the patch in close adhesion to the tube, for the patch has an enormous preference for the tube and will leave the coin unhesitatingly. For long patches used for repairing slits or bursts, the coin dodge may be extended by using the bottom of the repair box as a vehicle for the double-solutioned strip of rubber."

Glassless Goggles for Spectacle Wearers.

Glassless goggles for spectacled drivers, to keep rain from blurring the "specs", constitute a recent English invention. They are devoid of lenses and consist simply of two short tubes with open ends set in a frame, fitting tightly against the face. The air entering at the open outer ends forces a compressed air cushion against the eyes, which neither cold wind nor rain seems to penetrate. The eyes are kept warm and spectacles dry.

Advantages of Coated Carbide.

The rider who is in the habit of filling his lamp with carbide before he starts on a long trip, will find it to his advantage to use coated carbide, as the latter will not be decomposed in the humid atmosphere. It means an increase of gas generated for lighting purposes, instead of having it escape into the air during the whole ride, annoying the rider and passer-by with its evil smell.

Too Tired to Return Bicycle.

If William Sutton, of Birkenhead, England, had trained more assiduously he would not now be languishing in jail. William hired a bicycle at Dandudiro and rode to Birkenhead, where he sold it to a dealer. When arrested he explained that he had meant to return the bicycle but was too tired and bodily sore. The judge thought he deserved a long rest.

MOTORCYCLING ACROSS SIBERIA

Experiences Showing the Amusing Adventures the Traveler Encounters—Confirming the Vodki Drinking Habit.

Siberia, in the mind of the average person, consists of ice, long dreary wastes, quicksilver mines, and political exiles. Of course, each and all of these things—and persons—are found in the enormous stretch of land between the Ural Mountains and the Northern Pacific Ocean—or rather the Sea of Japan. But there are also thousands of square miles of rich, tillable land which only await the magic hand of the earnest settler to bring forth abundantly all the good things in the cereal and vegetable line. Immense, long, level stretches of grass covered steppes—very similar to the western prairies—meet the eye everywhere in the more temperate part of the great Siberian Empire, and even without clearly defined roads it is possible to make long and pleasant excursions on bicycles, motorcycles and automobiles. I made such a journey in the summer of 1899 on a Wanderer (German) motorcycle, from Vladivostok to Harbin, Manchuria, a distance of about 840 miles—not as the crow is supposed to fly, but as I rode!

At the time of my trip, Siberia was in a state of unrest hardly comprehensible to those who were not in the secret. Russia was slowly but irresistibly gathering her forces for the "inevitable conflict" with Japan, which even at that early date was clearly foreshadowed by Russia's policy of centuries. Naturally, being a German citizen, and correspondent of a German newspaper in the Far East which printed news agreeably colored to suit Russian tastes, I had not so much difficulty in obtaining permission to tour Eastern Siberia as certain other more famous personages experienced about the same time. With a jealousy that did not stop at executing the curious investigator, Russia guarded the secret of her preparations for the great conflict against every suspicious looking traveler—and every one was looked upon with suspicion. After considerable wiring back and forth, I was finally given the much coveted passport which commanded in the name of His Gracious Majesty, the Czar of all the Russias: "All police, military and judicial officers to help, assist and protect the bearer during his travels in the domain of His Majesty lying east and south of the great rivers Amur and Sungari, these travels not to extend beyond the last day of December, 1899," and left me free to come and go as I pleased within the limited territory named.

The start of my journey was not exactly auspicious. The most exasperating rain-storm started when I was barely five miles from the outskirts of Vladivostok, and I was thoroughly soaked. As the sky looked

as if it had decided on a four weeks' rain, I chose the more comfortable railroad for the first stage of my journey. The motorcycle was snugly stowed away in the baggage car, and the slow, crowded train carried me north toward the first stage of my trip—Nikolsk. Reaching this small, but commercially not unimportant town, I found the rain still coming down in torrents and consequently proceeded in the same fashion further north. Tulkhe, the second town of importance, was passed in a similar manner, and it was not until we reached Abderikh, 350 miles from Vladivostok, that I could leave the train with any degree of safety from drowning.

In Abderikh I laid in a store of supplies, such as denatured alcohol (my machine was provided with an alcohol motor, the latter being more suited to the exigencies of the country), oil, and a few eatables for emergency cases, and then struck out on what probably was the first motorcycle journey ever made in Southern Siberia.

The small town of Abderikh turned out in full force to see me start off toward the "Golden West"—for I had decided to leave the railroad tracks and strike out across "virgin" territory for the banks of the great river Amur. Russian officers and engineers were greatly interested in the performance of the motor, and I flatter myself for having introduced into this far-off country the machine which, less than three years later, was to be a factor of great importance in the administration of whole sections of the Siberian railroad. The natives, of course, were much more fearful than interested, and gave the spitting, coughing "devil machine" a wide berth. In fact, I found later on, to my great disgust and surprise, that I could not even get food from them, even if I offered more than its worth in money for it. They were clearly determined to have nothing whatever to do with such a dangerous lunatic as I must have seemed to them.

The country immediately west of Abderikh proved, however, entirely unsuited to "cross-country" riding, for it was intersected every few miles by dangerous bogs and marshes; so that I finally decided to turn in a more northerly direction toward the important trade center, Khabarovsk—a distance of about 85 miles from Abderikh. The motor of my mount behaved splendidly; its 1½ horsepower being just about sufficient for the demands made on it. The absence of steep hills and the fact that speed was not at all necessary on this trip, account for this seemingly very low powered machine being used. Eleven years ago 7 horsepower engines for motor bicycles were undreamed of. There were many miles of rough paths which made quite pleasant riding when compared with boggy, marshy meadows, and there were even occasionally stretches of smooth roads that compared favorably with country roads in more civilized countries. Farm houses, where settlers from Little Russia and the regions of the Don, passed their unevent-

ful lives, studded the plains here and there; forests swarming with dangerous denizens darkened the dimly defined trail with alarming frequency; brooks and even creeks had to be crossed without the aid of bridge or boat; in short, the journey to Khabarovsk was not by any means so easy as it had seemed at first sight. The wide plains which I had been led to expect, and which actually existed in that region, did not materialize until much further west, and the noises in the later afternoon—miles from any human habitation—issuing from the woods did not exactly increase my ease and comfort. I must admit, however, that in all my motoring through that section of Asia, I have never come across a dangerous animal while actually seated on the machine. Undoubtedly the few bears, tigers and wolves which caught sight of me or "winded" me, did not quite like the looks of the motorcycle, and were perhaps more frightened at the explosions of the motor than I at the howls of the wolves. Indeed, I am inclined to believe the stories of adventures with wild animals usually told by travelers returning from the tropics and the Far East, are greatly exaggerated, for in the four years I spent gallivanting around in India, China, Siberia, Korea, and the Dutch East Indies, I had but two really exciting adventures—and they have nothing to do with my trip in Siberia.

Owing to my many detours in search of better paths and the delays at creek crossings I did not cover more than 50 miles that day and had to ask hospitality for the night from a Russian settler who had been in the country only about three years, and was quite well informed regarding things in the great world beyond his immediate ken. His wife set before us the inevitable glass of weak tea with lemon, a plate of "bosh," stewed potatoes and some few pieces of boiled beef. My host finished this off with a considerable number of glasses of vodki—but I drew the line at that.

Early the next morning, despite the entreaties of my host for a more extended stay, I mounted my machine and proceeded to explore the country ahead of me. True, there was not much real exploring to be done, for the land was cultivated and settled almost as much as is Russia in Europe. But bicycles and, still more so, motorcycles, were things practically unknown in Siberia at that time, and I had all the advantages and disadvantages of the pioneer. Many a good joke I had with the settlers, when I bought for a few kopeks a quart or so of alcohol from them. Most of them expected me to swallow it and offered me vodki instead, but their astonishment knew no bounds when I made the machine "swallow" it, and then started the motor running. One of them particularly made me almost shriek with laughter, for in as serious a manner as possible he proceeded to explain to his willing listeners that the alcohol they poured into their own bodies so frequently was really the only thing which made their legs move

and their muscles work. Owing to my limited knowledge of Russian I lost many of the most interesting points of the discourse, but from the rapt attention which his hearers paid to him, and the eagerness with which they pounced upon a fresh supply of vodka, which the host produced, I am inclined to believe that he must have thoroughly convinced his audience of the efficacy of vodka in keeping the machinery of the body "going."

Late in the afternoon of that day I reached the first stage of my long trip—Khabarovsk. Here I came in sight, for the first time in my life, of that magnificent Siberian river, the Amur, which I intended to follow southward to its great tributary, the Sungari. The Amur is to Eastern Siberia what the Missouri is to the Middle West of the United States; it is the general carrier of traffic, the Father of the Waters, which irrigates the land and produces the bountiful crops of rye, barley and oats for which this section of Siberia is already famous. It is a pleasure to ride through this valley of the Amur, along the southeastern bank, for miles and miles, breathing the invigorating air of the plains and carried by a sturdy little machine which almost responds to your every mood. A long beaten and smooth path follows the course of the river upward for over a hundred miles, and at the time of my journey, was enlivened by plodding pedestrians, heavily loaded pack ponies, donkeys and wheelbarrows, which formed an ever-changing, interesting kaleidoscope, and helped to break the otherwise wearying monotony of the landscape and to make the time pass more quickly. It often was nothing short of ludicrous to watch the actions of innocent travelers when they first heard the chug-chug of the motor, and looking up saw the khaki-clad figure rush towards them—apparently balancing on a single revolving wheel—at a speed greater than any they were familiar with. They would stop, shout at their respective beasts of burden, and get off the path with an alacrity that left nothing to wish for. Huddled at a safe distance they would watch the terrifying apparition go by and then gather in little knots to talk over the mysterious occurrence. When I was still somewhat unsophisticated, I once stopped just in front of such a group, with the intention of asking the distance to the nearest town; but my faithful motor gave a beautiful exhibition of anger, "backfiring" a couple of times very vigorously. Naturally, in about five seconds I had the whole neighborhood to myself; all that could be seen of the late crowd were flying heels and bucking ponies. They must have thought I was firing upon them from a new fashioned machine gun.

The class of roads I generally met with in this section of Siberia are rather easy on tires, being either covered with a dark loamy earth, or overgrown with short grass. Many a time I felt thankful for this on account of the extreme difficulty I should have had in replacing torn tires. I was

reckless enough to use pneumatics and consider myself very lucky to have arrived safely at the end of my trip without any trouble whatsoever. Pneumatics twelve years ago (when I bought my machine) were not so excellent and wear-resisting as they now are, and could not be bought as one might buy a suit of clothes, in any old town! Outside of Shanghai, Hong-kong, Foo-chow, Tientsin and the Japanese ports of Nagasaki and Yokohama, pneumatic tires were unknown, and even in these cities all one could get was bicycle tires. Should my tires have given out, I should have been compelled to wait about four weeks until I could secure a pair from Singapore, the only point east of Calcutta where such luxuries were kept for sale.

Two hundred miles of such riding, with a night's rest in another settler's house brought me to the important city of Indamn—or rather to the place opposite Indamn, for this thriving town is situated on the west bank of the river. Large flat-bottomed boats were stationed at this point to take travelers over to the town, and as I had nothing else to do, I thought I might as well have all the fun I could. I had a space of at least 10x12 feet all to myself, for none of the dark Mongolians ventured within a shorter distance of the motorcycle. The ferrying took fully four hours, and this will give the reader some idea of the magnitude of the river. Progress was by "poling" and then by rowing; sails were provided, but not used on this occasion, as a dead calm had set in on the day previous. Excepting the very large Buddhist temple in this city, nothing was worth while examining, and, having seen some three hundred other Buddhist temples before, I was not consumed with any great or overpowering desire to view another. My stay, therefore, was exceedingly short.

The following morning, indeed, found me all ready to cross again the great river, and this accomplished in a little over 3½ hours this time, I was soon speeding along at a lively clip toward Harbin. About 50 miles south of Indamn, on the same side of the river, lies another town, Sansinchin, of which I saw absolutely nothing. Some 20 miles further on, but on the east bank this time, I caught sight of the big city San Sin. Someone here told me I was riding along the Sungari and not the Amur, and that I had left the Amur many hours ago. If that was the case, I missed the junction entirely—which is not remarkable, considering that the river at times is more than 10 miles wide. Whether Sungari or Amur—the aspect of the country remained practically the same, and mile after mile of waving grain and green meadows slipped behind until finally, after two days' uninterrupted riding, the city of Harbin, 240 miles from my last stopping place, came in view. The whole trip from Vladivostok to Harbin, along the route I chose, a distance of about 840 miles, was covered in a little over nine days—350 miles of it by train and 490 on the motorcycle.

As far as I can remember now, I used about 25 quarts of alcohol during the trip (or about 6 gallons) at a price varying between 8 and 16 kopeks per quart, according to the avaricious inclinations of the vodka dealer—who also sold "90% pure" alcohol for medicinal and other purposes.

T. M. R.

Salt Palace Management May Change.

That Harry Heagren, the well known and popular Salt Lake City promoter, will not be retained as manager for the Salt Palace bicycle saucer the forthcoming season, is the surprising information that comes from the Utah metropolis.

Francis Heath, general manager of the resort, has as yet named no manager for the saucer, and it is rumored in Salt Lake City that he does not intend to for the sufficient, if not good, reason, that he intends to manage the track himself.

The reason that Heagren will not be retained as manager is that Heath thinks there are just as capable men in the field at much less money. Others have thought the same thing, only to find out the mistake too late.

Another report has it that Iver Redman will be reinstalled as manager. Redman has had one experience as manager of the Salt Palace saucer track and it was not conducive to his own peace of mind or to the great profit of the owners of the track.

When Heagren was asked regarding the matter his reply was a confirmation of the reports that already had gained circulation. Heagren said that it was a hard job to handle the meets and that he would not undertake to do so unless he received his price.

Shift Parts on Stolen Machines.

A sharp-eyed owner in San Diego, Cal., where cycle thefts keep the police in hot water a good part of the time, has brought to light the fact that in that city it has been the practice of the thieving Mexican boys to change the parts of the machines they stole, in order that their owners might not recognize them. His machine having been taken several days before, he was on the lookout for it, and was somewhat astounded to discover the handlebars and seat post from his mount forming part of the equipment of a strange bicycle standing on the street. He was able to recognize them by their peculiar shape, and although the frame and other parts were not his property, he took the machine to police headquarters, where the question of ownership was untangled. The trick of removing parts and adding them to other stolen machines, to change the appearance, is a scheme which the police department learns has been employed by different gangs of the boys for some time. The extent of the practice was indicated when, upon examination, the police found that 25 of the bicycles held at the station as stolen property had been remodeled in this easy and simple manner.

BRAIN POWER AND RACING BRAUN

How the Former Affects Speed at Critical Moments—Mental Faculties in Relation to Muscular Action.

How many persons are aware of the intimate relation which exists between the brain, which may be characterized as the organ of thought, and the muscles—the instruments of movement? As a rule, the importance of this relationship is not sufficiently recognized, particularly in training for bicycle racing and in actual competition. The average rider knows that he has muscles in his arms and legs, and that without them he would be unable to ride. He also knows that he has a brain, but of the workings of it he knows little or nothing.

To begin with, it should be borne in mind that the will orders and the muscles execute. Even if one wishes to move a foot only, the order has to originate from the brain, passing down the spinal cord, and along the nerves of the leg and thigh; consequently, when training, it is imperative to keep the mind centered on the muscles in action, thus bringing the brain equally into play with the muscles, and so promote a regular flow of blood to the head. Track racing undoubtedly requires nerves of the highest tension, so it naturally follows that the rider who has his nerves under control has better opportunities for success than the rider who neglects such matters.

The brain is the largest and most complex of the nervous centers. It is the capital, or seat of government, while the various ganglia, including the gray matter of the cord, like so many subordinate official posts, are invested with authority over the outlying provinces, while the nerves are the telegraph wires over which messages go and return between the provinces and the central government.

The brain consists chiefly of two parts: the cerebrum, or brain proper; and the cerebellum, or little brain, the functions of the latter being to direct the movements of the voluntary muscles. It takes no part in the operation of the cerebrum, which is the material instrument by which the mind acts. In addition to these there are several smaller organs at the base, among which is the commencement of the spinal cord, a derivation of which are the nerves.

The nerves are the instruments of the two grand functions of the nervous system—sensation and motion. All the spinal nerves and two from the brain are concerned in both sensation and motion.

A large part of not only our mental, but muscular activity, consists of unconscious work of the brain. Certain acts of daily life become automatic, or reflex, from habit. For instance, frequently, during the progress of a six days race riders have been known to fall soundly asleep while riding

their bicycles. Strange to say, they do not fall while they are asleep; it is the sudden waking that causes them to lose their balance and fall.

"The improvement of the memory is a familiar instance of an increase of mental power produced by exercise," says Barlow, "and the beating sense of fulness and quickened circulation in the head induced by intense study or thought shows that an organic process goes on when the brain is in activity, similar to that which takes place in the muscular system under exercise. On the contrary, when the organ is little used, little expenditure of its power and substance takes place, little blood and little nervous energy are required for its support, and, therefore, little is sent; nutrition in consequence soon becomes languid, and strength impaired. . . . Frequent



and regular exercise gives it increased susceptibility of action, with power to sustain it, the nervous energy acquiring strength as well as the muscular. Disuse of its functions, or, in other words, inactivity of intellect and of feeling, impairs its structure, and weakens the several powers which it is capable of.

Suppose, for example, two young men begin training for bicycle racing. They are of exactly the same physical proportions, and have equal advantages insofar as training and diet are concerned. The only difference, but as will be seen, a great one, is that one is bright, smart and intelligent, and has always taken high honors in school while the other has remained at the foot of his class.

Development of the mental faculties is a more important consideration than a majority of people imagine. Successful riders like Kramer, Ellegaard, and others, who always ride consistently, have trained their brains as well as their muscles. These riders always can rise to the occasion on the day of a race, whereas half of the crack

riders fail to produce their best speed when occasion requires, a fact that has been proved time and again.

Most regular living, not only for a few weeks when training, but for years, is essential in order to obtain absolute control of the brain. Principally because they are nerve irritants tobacco and alcohol should not be used. Over-exercise also does not tend to improve the nervous system, but irritates the brain and consequently injures the muscles.

Germans Change Racing Regulations.

Racing regulations were overhauled at the recent general meeting of the German Tracks Association, one of the most interesting changes having to do with the matter of licensing. In future every applicant for a license must forward a police certificate of good conduct for a period of two years, and any who has shirked military service shall not be eligible for a license. Each pacing machine shall be equipped with a safety roller standing exactly 13.780 inches above the ground, and showing a clearance of 15.748 inches from the rubber cover of back wheel's rim. Pace-maker's clothing will consist of (a) leather jacket, with a maximum measurement round the chest of 3 feet 9 inches, and a back length not exceeding 30.709 inches. Pace-makers not possessing this chest measurement are entitled to attain the prescribed circumference by wearing jerseys or jackets underneath. Any stuffing out beyond this measurement is prohibited. The leather jacket must remain buckled during the race; (b) close-fitting leather knickerbockers not exceeding 20½ inches across the hips; (c) smooth, close-fitting leather gaiters covering shin and reaching to knee. The circumference at calf must not exceed 19.685 inches. Leather helmets are obligatory for pacemakers and pace followers, both in training and racing.

What the Building of a Track Requires.

Few people have any idea of the amount of lumber and nails required to build a bicycle track. John M. Chapman, who will manage the six days race to be held in Newark, N. J., next week, is a statistician, however, and has given out some interesting figures regarding the saucer track that has been erected in the First Regiment armory, in Newark. The track measures 11 laps to the mile, and the superstructure required 40,000 feet of lumber. The surface required 127,200 running feet of lumber, cut into strips 1x2 inches and 14 feet long. This means there were 9,375 strips. Each strip was tacked with a nail less than a foot apart, and Chapman estimates that 133,600 nails were required for the surface alone. The track is banked 43 degrees for a distance of 70 feet on the turns, gradually flattening out to 22 degrees upon the lowest point on the stretches, which are 120 feet long. The track is 16 feet wide and there is a space inside the saucer measuring 80x160 feet.

CORRESPONDENCE

Finds Much in Favor of V-Belts.

Editor of the Bicycling World:

Of course, practice sometimes upsets theory, because the theory has not taken into account all conditions. We are positive, however, that some of the objections against the V-belt, as set forth by Arthur Davidson in your issue of January 22, are not well founded. It is stated that the V-belt lacks sufficient surface to secure a proper grip on the pulleys. This certainly is not the case. A 1-inch properly constructed V-belt has about $1\frac{3}{4}$ inches contact with the pulley faces. This is more than some flat belts have. This applies to the driving pulley, around which the corrugated V-belt, like the Shamrock-Gloria, Stanley-Dermature, Goodrich, Pennsylvania, or the block type, like the Wata-wata or Curtiss, squeeze their portions together and become practically a solid surface. This is not quite so around the rear pulley, but every one knows that there is such a very long contact of the belt on the rear pulley that this makes no difference. In fact, there could be plenty of power transmitted by the rear pulley if the belt touched it only one-half the average distance, or if the pulley even as small again as it is, as, for example, on the lightweight twin N. S. U.

Then he states that there is loss of power, due to the greater force necessary to send a thick belt around the pulleys. With a properly constructed V-belt, like the latest Shamrock-Gloria (with corrugations a little deeper than before), the new Goodrich, or the Wata-wata, there is plenty of flexibility around the engine pulley. That practically no power is wasted on this account, if pulley grooves are cut to the exact 28-degree angle and are in alignment, is proved by the fact that faster time has been made with V-belt equipped than with flat, as witness the performances of Curtiss, N. S. U. and Triumph machines.

He also states that loss of power occurs from wedging the V-belt into the pulley groove and pulling it out. This objection is answered substantially as above. With rightly made belt and pulleys there is practically none of it.

It might also be asked why the V-belt can be run with absolutely no tension on its lower side (and it is best to do so) and transmit plenty of power when it is a well-known mechanical proposition that to effectively transmit power a short belt, like a motorcycle belt, must have tension on both sides, if, as he claims the V-belt does not have, sufficient grip on the pulleys?

Lastly, he says that the best proof of the superiority of the flat belt is that they have been able to make a mile in five seconds better time with it than with the V-belt. Now, we are not going to deny facts. It is possible that a flat belt with a jockey pulley or idler giving it a greater surface contact with the engine pulley may

transmit more power than a V-belt with tension only on one side (though we doubt it), but we are positive that there will be required extra engine power to overcome the increased friction in the bearings. As stated above, the V-belt has so much adhesion, and that a flat belt must have tension on both sides to be effective. Now, what is the result of tension on both sides? Suppose that an engine with a pulley about 4 inches in diameter develops about 2 horsepower at 1,500 revolutions a minute. The driving part of a V-belt, that is, the part in tension, the upper part, will have a tension of about 40 pounds. Now, it is well known that a flat belt must have tension both in upper and lower halves, and that the tension in the upper and driving part is double that of the lower part. So that, in a similar case, the flat belt would have 60 pounds tension. These pressures being taken up by the crank shaft and connecting rod bearings will add to their wear, and, of course, at the expense of more engine power. Now, how much this wear is we don't know. Possibly with the improved ball and roller bearings it is not so great as to be very damaging, but the above is the mechanics of the matter.

We would like to have our position criticised. If proven in the wrong we will pull in our head.

Will not riders and dealers send in opinions about the merits of canvass and rubber V-belts? I had come to the conclusion that the canvass and rubber belt, although undeniably shorter lived than the leather, was better suited for general purposes and the average rider, on account of the little care it needs. However, some are changing from the rubber and fabric to the leather V-belt. One dealer here told me that he has come to the conclusion that the rubber belt is giving good satisfaction abroad, on the Atlantic Coast and in the Middle West of this country, and, perhaps, around San Francisco, but in Southern California they deteriorate fast and are altogether too short lived, and he has changed from the Shamrock-Gloria to the Wata-wata. Other dealers make similar complaints, while others appear satisfied and say that the American makes are much improved over last year's product.

HENRY H. WHEELER,
Los Angeles, Cal.

Queries as to Cycle Equipment.

Editor of the Bicycling World:

Will you kindly answer the following questions in your valuable paper: 1. At what tension should the spokes of a bicycle wheel be kept, and can they be tightened with an ordinary nipple grip without affecting the "trueness" of the rim? 2. Will the new M. & W. clincher bicycle tire fit G & J double clinch rim, and does the casing of the new tire cover a G & J endless inner tube? 3. Can a gear case for a chain wheel be obtained in America?

W. I. WOODCOCK, Jr., Hollidaysburg, Pa.

[(1) There is no book rule for determin-

ing spoke tension, but they should be kept sufficiently tight so that they will "sing" or give off a musical tune when snapped with the fingers. A good idea of the proper degree of tension can be obtained by trying the spokes of a new bicycle in some dealer's store. The "trueness" of the rim is not dependent on the style of grip used, but on the degree of uniformity with which the spokes are tightened. They should be drawn up very gradually. (2) Yes in both cases. (3) No, but they are advertised in the English cycling papers.]

An F. A. M. Member's Radical Views.

Editor of the Bicycling World:

As I see that in revising the F. A. M. constitution they intend to strike out the word "owner" in the membership clause, it looks as if it was being done for the benefit of the motorcycle manufacturing companies, so to speak. Why should this be the case? Is the F. A. M. for them or for the good of the private owners? As a member, I think it ought to bar the manufacturers from having any say in its affairs; it should be for the boys that ride motorcycles. As for the private owner winning a race, he is not in it, no matter how good he is. Let us have an F. A. M. for the boys and not for the manufacturers. They do not want us in their organization—you bet not, and still they want to run us; it is not fair.

J. L. MYRES, Wilmington, Del.

Paper Helps in Several Ways.

Editor of the Bicycling World:

We would not be without the Bicycling World for double the price we pay for it. The boys all come every week to read it. We have been benefited in more ways than one. In both our sales department and repair department, we have obtained information from the Bicycling World that has been helpful. No bicycle business ought to be without it.

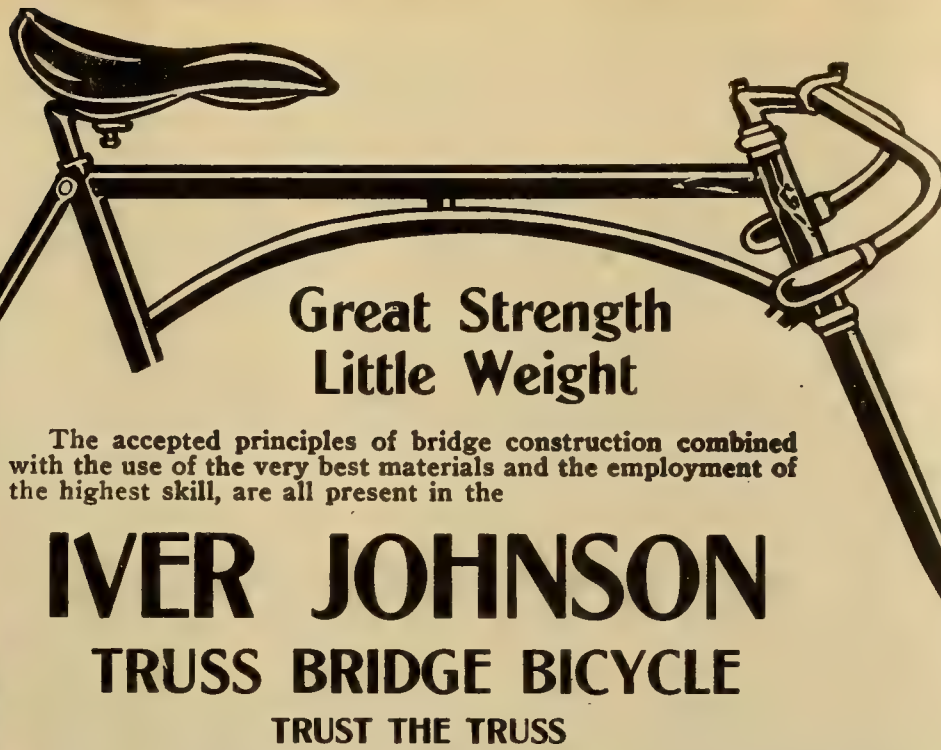
KNOXVILLE BICYCLE HOSPITAL,
By G. W. McFadden.

Why Ankles Require Protection.

Someone has claimed that cycling raises the temperature in the ankle joint, but foreign experiments have proven that this is not the case. The scarcity of flesh around the ankle, on the contrary, demands additional protection by cloth spats or overshoes, and cyclists who ride during the cold season, should have their ankles sufficiently protected.

Goggles that Permit Looking Backward.

"Looking Backward," the title of Edward Bellamy's masterpiece, would be a fitting style for a new type of goggles that have been patented by an English concern. They are constructed to allow the wearer to see what is going on behind him, which is made possible by a clever arrangement of mirrors on the ordinary glass faces. They do not hinder forward vision.

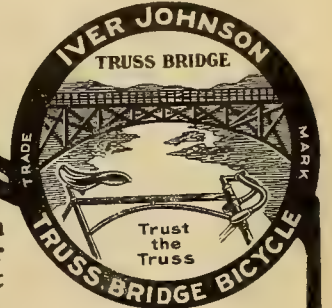


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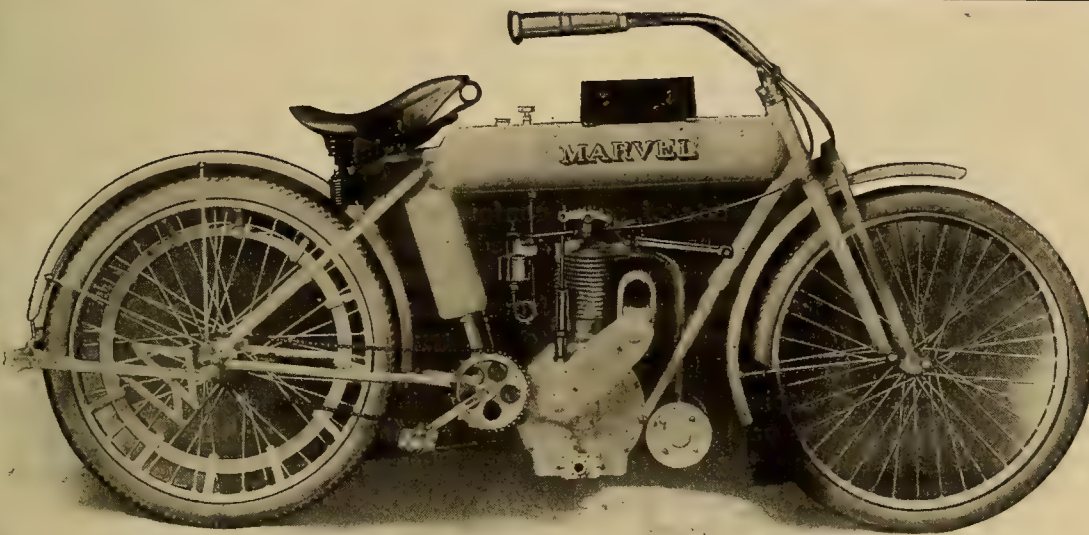
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PLEAD FOR REAL AMATEUR RULES

English Motorcyclists Restive under the
Compulsory Professionalism of Com-
petition—Three Classes Urged.

That England is tiring of its self-adopted professionalism in respect to motorcycle competition is evident from the trend of affairs on the other side of the pond. As conditions now stand, from the standpoint of any sports governing body, all English motorcyclists are professionals for the reason that the flimsy rules of the Auto Cycle Union permit riders in competition to accept either cash or plate as prizes. It is true that a somewhat feeble attempt is made to "separate the sheep from the goats," by having a private owners' class, but as the private owner may, if he so desires, compete with professionals and accept cash in lieu of merchandise prizes, the gates of all other reforms of amateur sport are closed to him. T. K. Hastings, of New York, found this out when he went to England and competed in the six day trials of the Auto Cycle Union two years ago.

The effort to induce the Auto Cycle Union to define clearly amateur and professional riders has been inaugurated by the Rev. P. W. Bischoff, who appeared before the Auto Cycle Union and read an exhaustive paper, chiefly hinging upon the problem of the private owner, and it is not improbable that the matter will officially be brought before that body at an early date.

The speaker proposed a classification of riders, dividing them into three groups—amateurs, professionals and "expert competitors," the latter class occupying the same position as trade riders under the rules of the Federation of American Motorcyclists. Excerpts from the Rev. Bischoff's paper are given:

"The genuine amateur entrant has the right to be confident that he will not have to compete against any who have facilities for winning which are not common to every other competitor. This excludes those who make or who deal in any way whatever in the appliances of the sport; those who are given appliances by the makers of them because they are likely to win; those who receive a discount from the trade or are in any way subsidized because they are likely to win; those for whom entry fees are reduced or waived or to whom money is actually given to appear because they will "draw a gate," or who have obtained similar competing facilities in other sports by competing against, or appearing as professionals. Finally, the definition usually prohibits competition for money prizes, wagers, or bets, because those who do so cannot possibly be said to do it for "the love of the thing."

"Some system of registration has proved essential in order to adequately safeguard the interests of the amateur. And this

means a vast amount of correspondence at headquarters, and a paid secretary to deal with it. So it cannot be done gratis. The usual plan is to exact a very small fee for purely local or club events, and a larger one for big meetings, at which both classes will compete, and which has a 'gate.' Theoretically, there is nothing to be said against such a system, and, where it has been adopted, it has so thoroughly proved its worth as to live down all opposition to it on the grounds of its expense or espionage.

"For purposes of simplifying my analysis, I have left till the last the question which, historically, comes second: 'Who is to decide whether or not Tom Jones is an amateur?' In most sports this has entailed the creation of an amateur association, a movement which I should deeply deplore in our own case, as we have already more than enough bodies to organize the sport. Still, I must not hide from you, gentlemen, the fact that this may eventually have to come, though it is by no means essential. It is possible for the power to be invested in one man or in a committee. In either case there are two great principles.

"(a) One is that the man or committee must be purely amateur, and of unimpeachable integrity. This goes without saying. A member of the trade in such a position would be like a father undecided as to whether to whip or kiss an erring child. He would be in a dilemma nearly every time, as his own interests would be constantly clashing with those of the amateurs.

"(b) The other essential is that there could be no appeal from their decisions. They would be appointed by the governing body, who must henceforth have no further hold over them short of canceling their appointment. If a man can be found, one person is infinitely superior to a committee. Such things should not hang on a majority.

"What, then, is the present state of our motorcycling competitions? The Auto-Cycle Union has adopted a definition of the 'Private Owner,' of which the essence is that he is the 'bona-fide possessor of the machine and accessories which he uses.' This obviously leaves gaping loopholes. Provided the competitor has paid something for the machine, something for his tires, something for his belt, and so forth, he is the bona-fide possessor of them. If the man is an outsider, and unlikely to be an advertisement to the makers of the appliances he uses, he has every inducement to remain a genuine amateur, even to the extent of ceasing to compete at all! If, on the other hand, he is pretty well known, he can obtain enormous advantages over his less fortunate brethren, and exactly in proportion to his prospects of success. I am sufficiently well known, and have been sufficiently successful, and am considered sufficiently "hot stuff" to be an advertisement to the makers of my machines and their accessories. What is the result? Offers of tires and belts on the cheap roll in by every post as soon as my name is published as an entrant in any particular event. Why,

I have had to refuse a whole bicycle offered me if I would get it through the Quarterly Trials!

"I shall now proceed formally to move a series of resolutions for your discussion. Furthermore, I should like to say that these resolutions form a connected whole, and that I am by no means prepared to accept amendments on every trivial detail. In fact, many of the details are yet to be supplied. I suggest that, if carried in whole or in part, it be left to me to bring the matter formally before the committee of the Auto-Cycle Union with the weight of this meeting behind me. I move, then, first of all:—

"(1) That the time has come to introduce a strictly amateur element into motorcycling competitions.

"(2) That the Auto-Cycle Union be asked to adopt an amateur code for the regulation of events confined to amateurs.

"(3) That the definition of the amateur under this code be as follows: 1. An amateur is one who is not engaged for pecuniary gain, directly or indirectly, in the motor or allied trades, nor in this or in any other sport. 2. Who is not assisted financially or otherwise, directly or indirectly by any person engaged in the motor or allied trades. 3. Who has not competed for a declared wager or staked bet, nor, except in track races for special racing machines, for a money prize. 4. Who has not taken part in any competition held not under the Amateur Code of the Auto-Cycle Union.

"(4) That an intermediate class be formed, to be known as 'expert competitors,' who are assisted by the trade, but do not engage in this or any other sport for pecuniary gain, and in all other respects conform to the definition of an amateur.

"(5) That competitors who do not conform to either of these definitions be called professionals.

"(6) That professionals be prohibited from performing in competitions confined to amateurs and expert competitors, and that professionals and expert competitors be prohibited from performing in competitions confined to amateurs only.

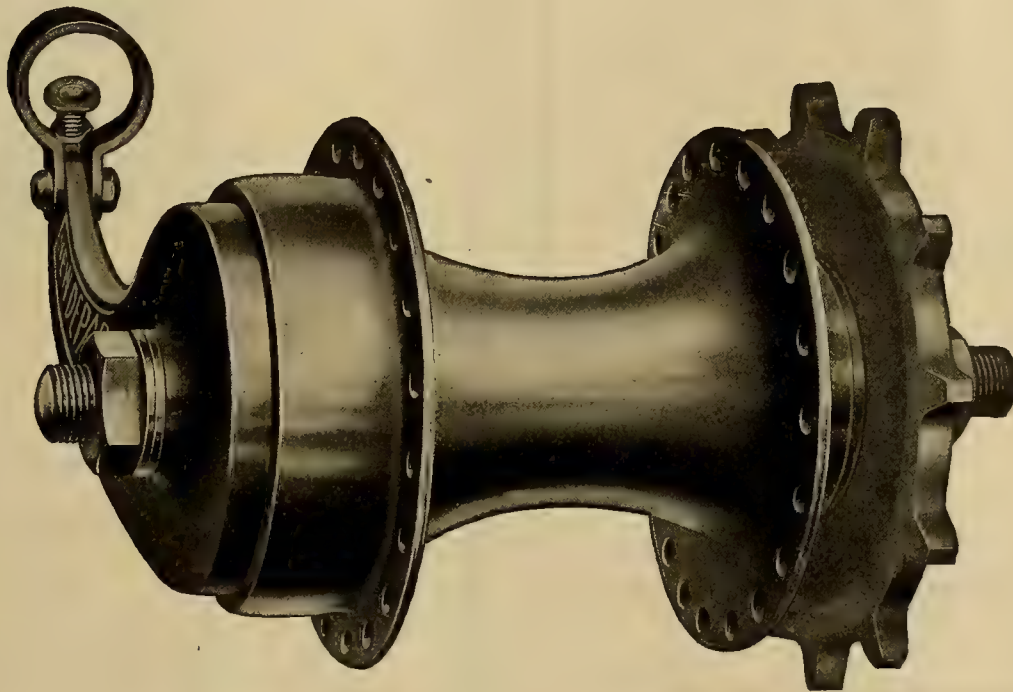
"(7) That the Auto-Cycle Union be asked to institute a system of registration of all meetings at which amateurs and expert competitors under this code compete, and that the Motor Union and other bodies be asked to assist in making a success of the system.

"(8) That the various bodies be asked to unite in selecting an amateur or a committee of three amateurs to decide all questions of qualification, such decisions to be without appeal short of cancellation of the appointment of that amateur or of the committee.

"(9) That these proposals, or others drafted on the same lines be brought into operation by the Auto-Cycle Union at a date to be hereafter determined, but in no case later than January 1st, 1911, and be not retrospective from that date.

New Departure

INTERNAL EXPANDING BAND



COASTER BRAKE FOR MOTORCYCLES

is positively the last word in a coasting and braking device for high or low powered motorcycles.

Its dependability, strength and effectiveness have been proven by riders everywhere on highway and race track.

It is the ideal equipment because it completely eliminates brake troubles motorcyclists have experienced.

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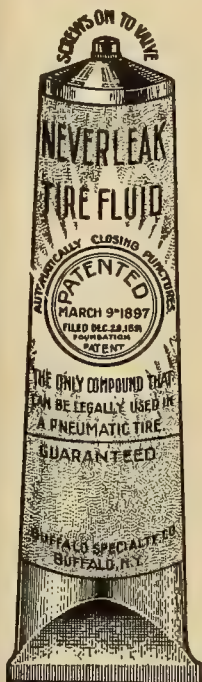
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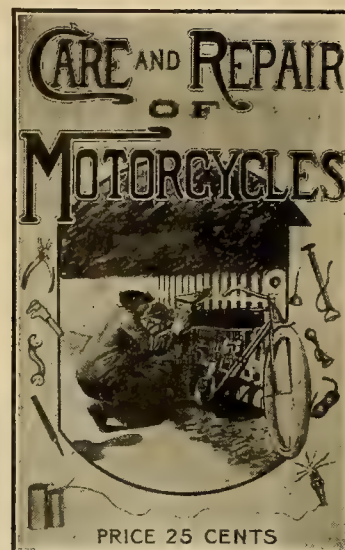
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Write for conditions under which the above reward will be paid.

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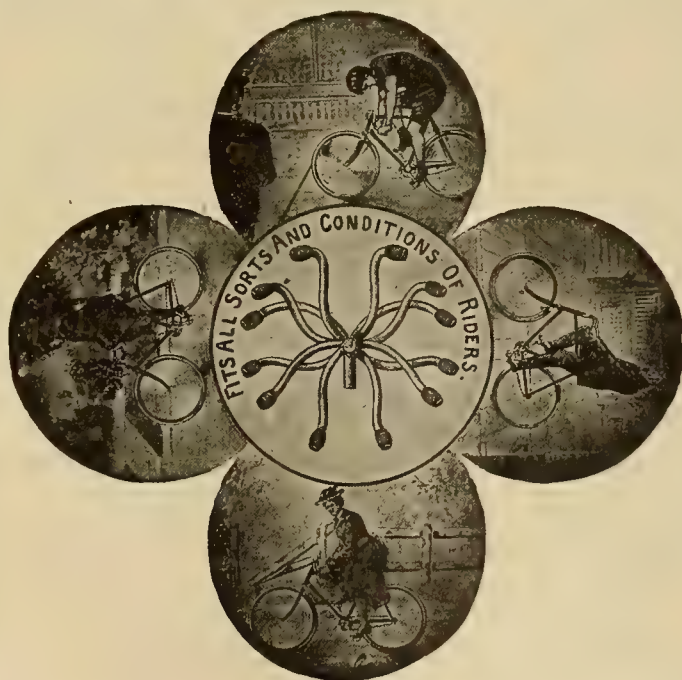
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**Kelly Adjustable Handlebar**

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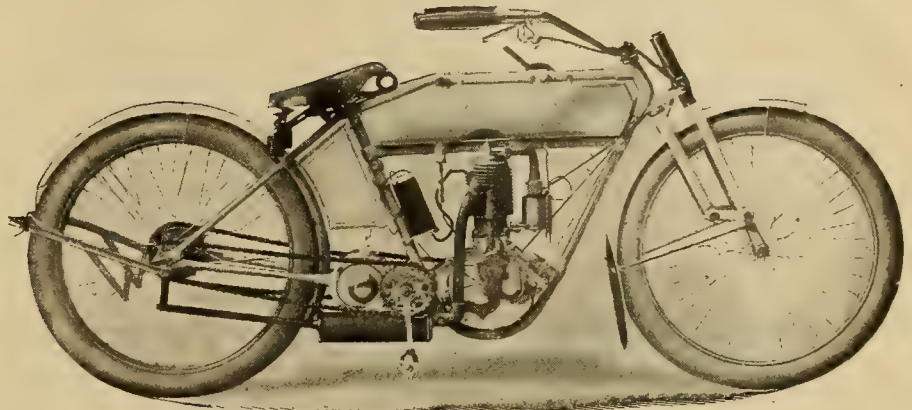
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The BIG 4

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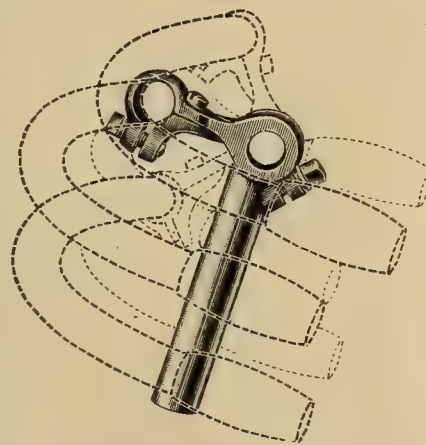
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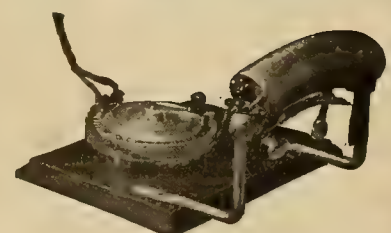
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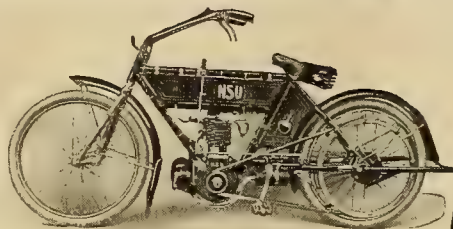
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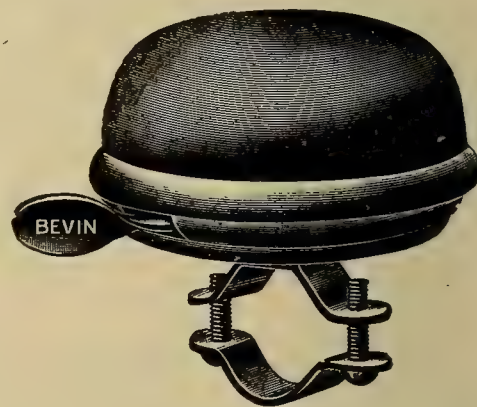
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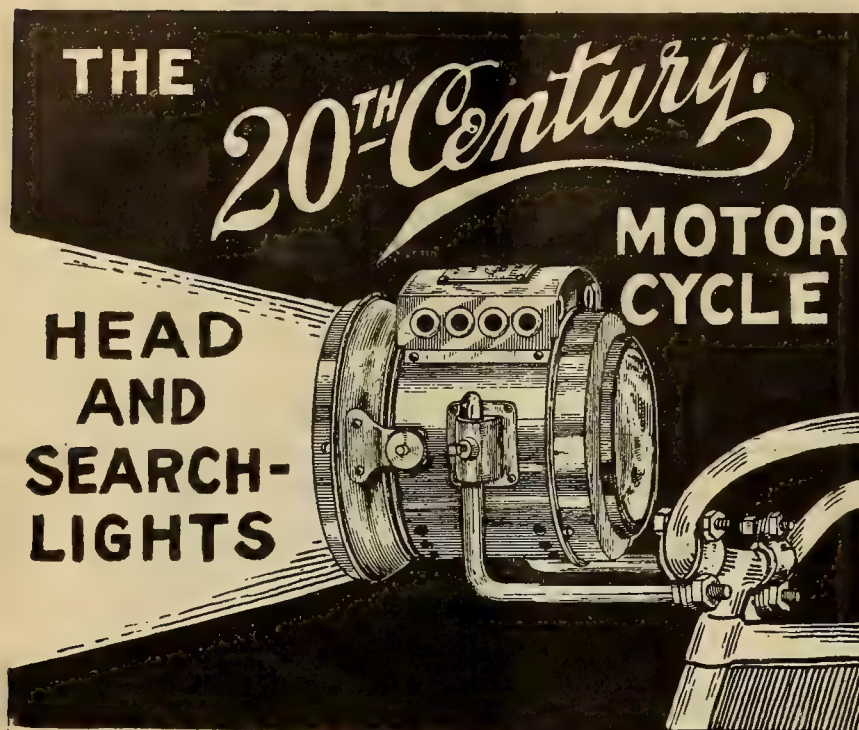
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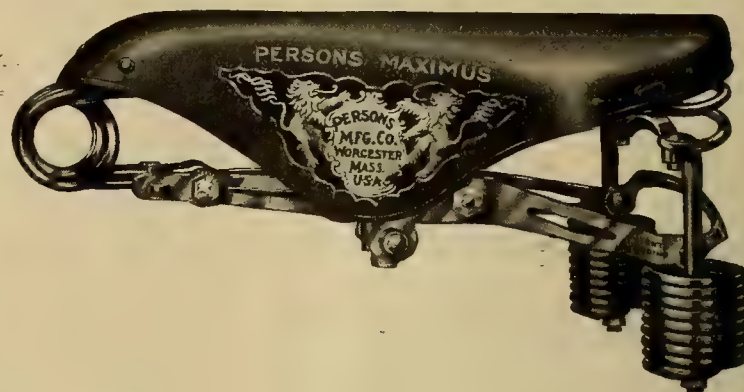
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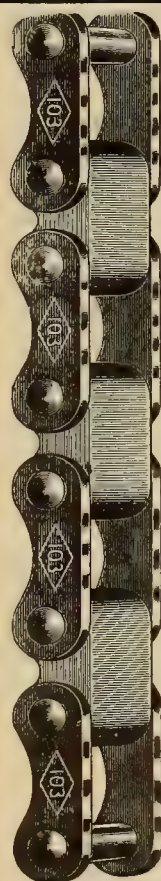
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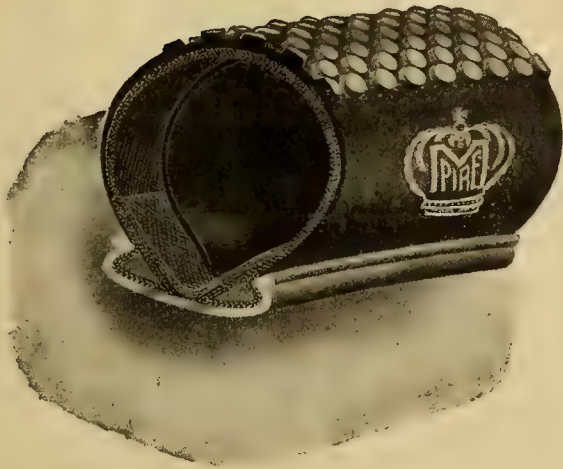
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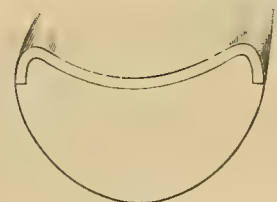
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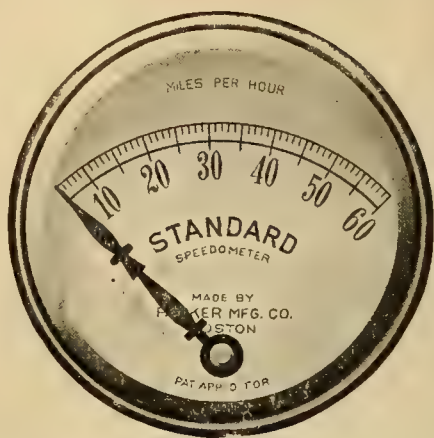
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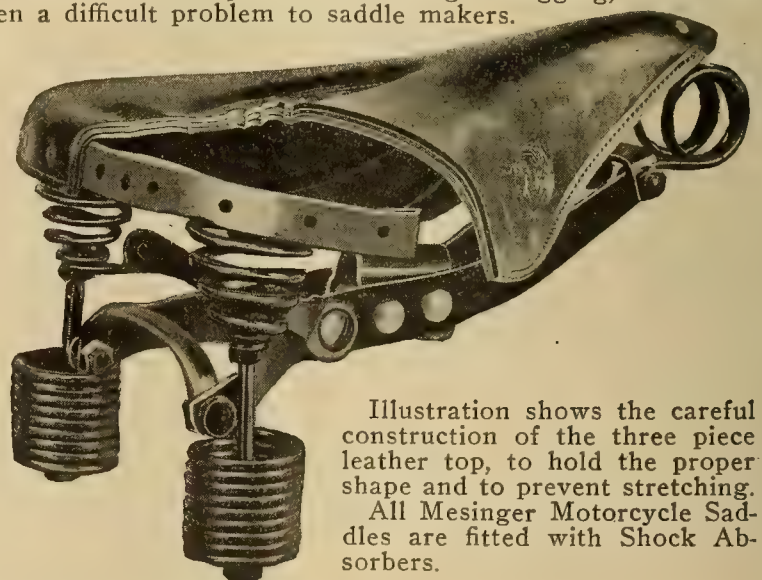


Illustration shows the careful construction of the three piece leather top, to hold the proper shape and to prevent stretching.

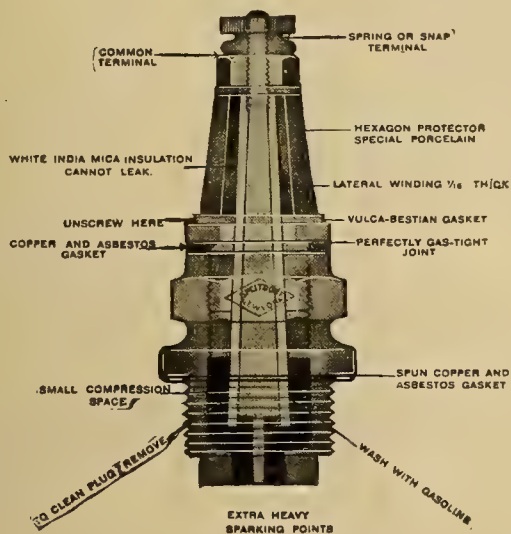
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OUR GUARANTEE: We agree to replace all broken parts on all Mesinger saddles purchased during the season, after defective part is delivered to our factory, without charge. Express and transportation have to be paid by purchaser.

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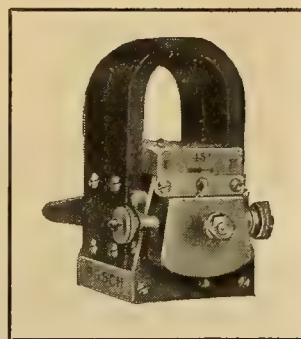
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BOSCH Magnetos Supreme

AT THE

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Of the 52 motorcycles equipped with magnetos which were exhibited at the National Show, Madison Square Garden, 41 were equipped with Bosch Magnetos.

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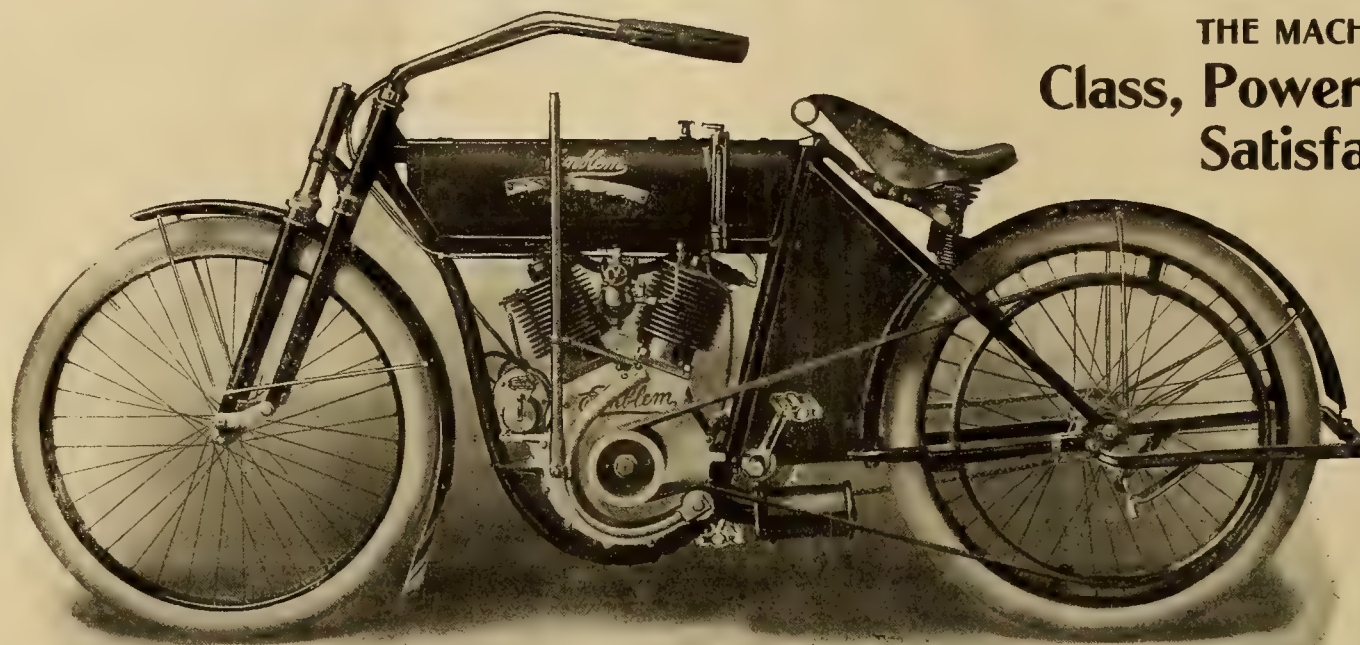
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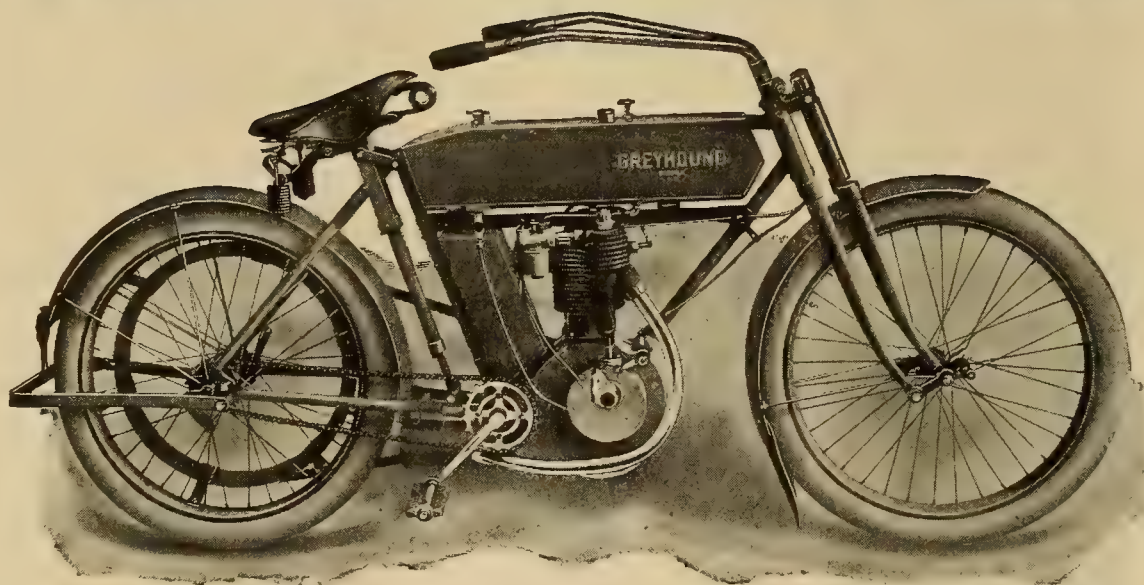
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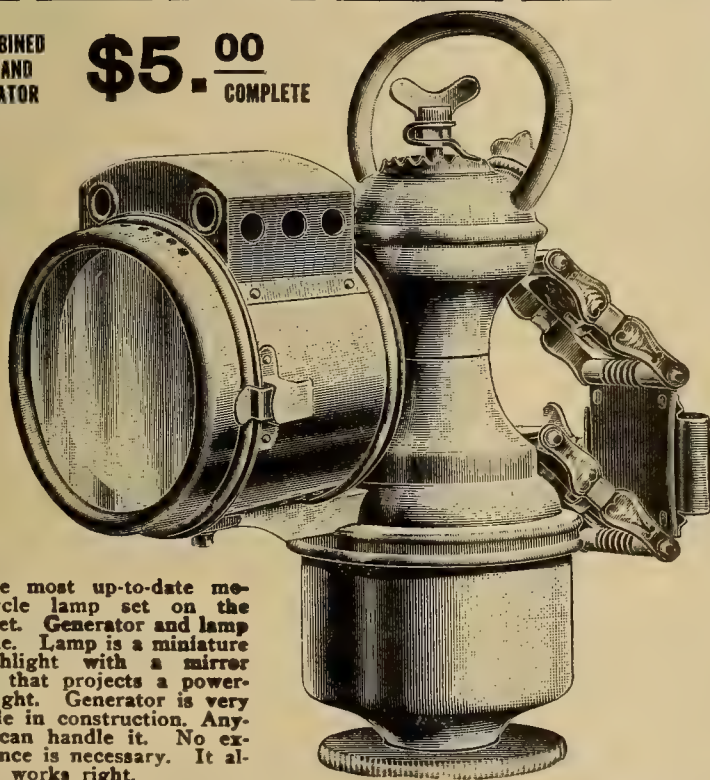
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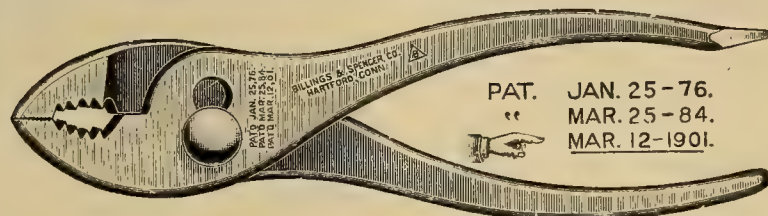
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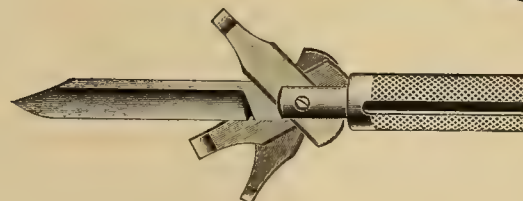
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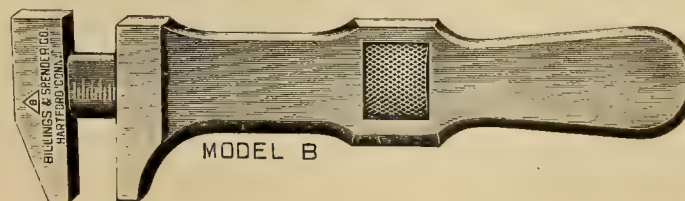


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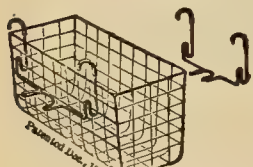
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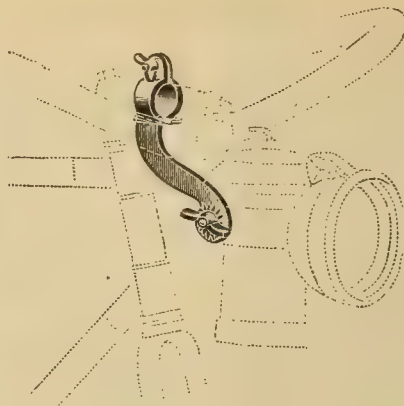
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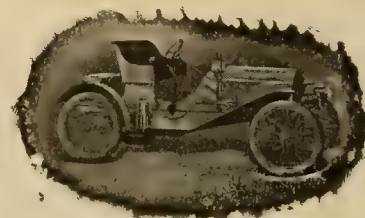
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TO THE LIVE MAN

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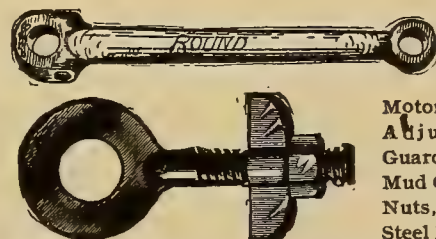
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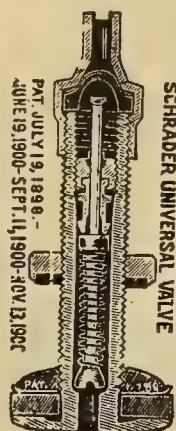
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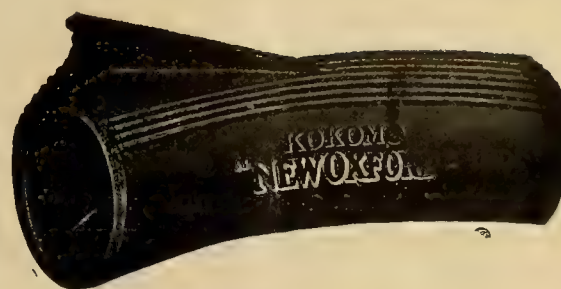
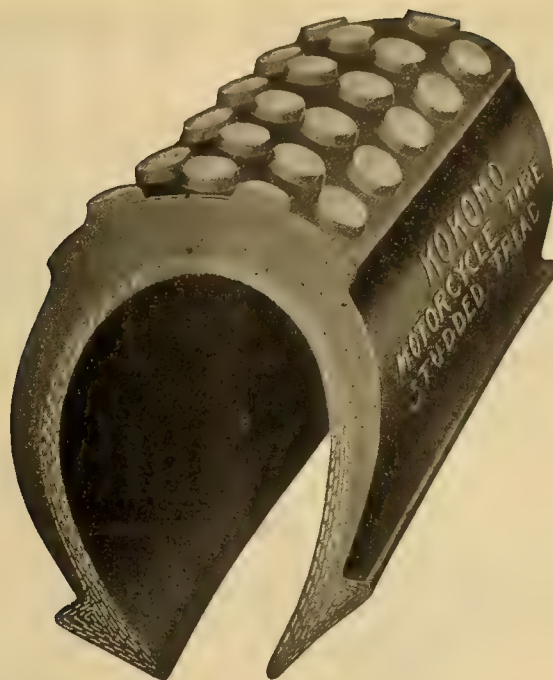
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so rare
as a
cyclist
or a
motorcyclist
who
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a bad word
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Make
inquiry
and then
think it over.

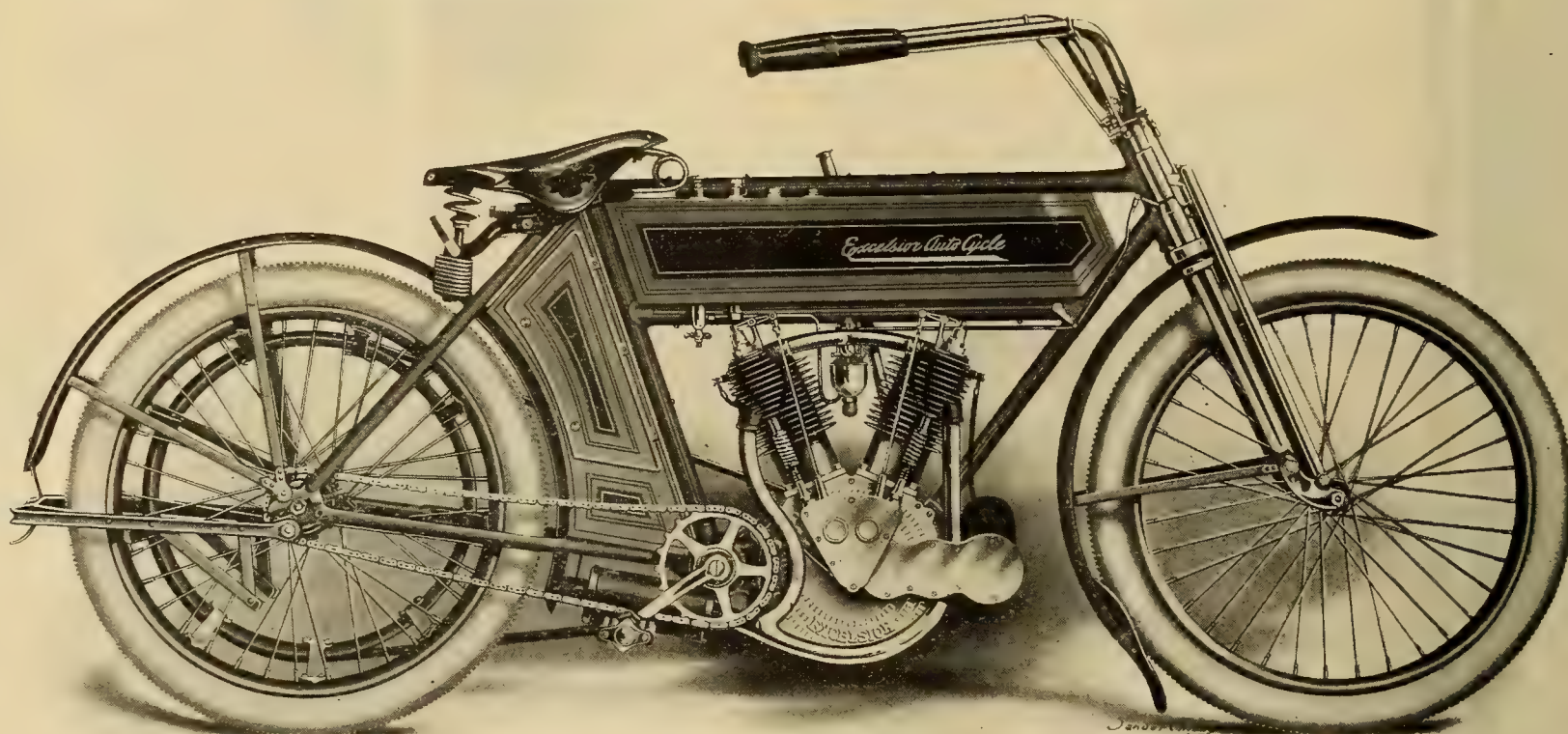
It ought
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tire choice
for 1910.

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Visible Superiority



¶It is easy to claim high qualities hidden somewhere on the inside, but the discerning buyer wants to be "shown." The qualities of the

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are not hidden or elusive. They show all over. ¶Here are a few of them: Straight line frame, powerful, rational speed motor, low saddle position, mechanical sight feed oiler, positive internally lubricated hub brake, real shock absorbing spring fork and simple, positive grip control. ¶These are some of the points that have established the EXCELSIOR REPUTATION—THE ONE THAT ALWAYS MAKES GOOD.

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Much more tread stock than you have been used to having in your tires—hence much more service.

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Tillinghast Patent Sustained

We desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in a decision rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

The courts have repeatedly held that the purchasers and users of an infringing article are as culpable as the manufacturer thereof.

Single Tube Automobile and Bicycle Tire Co.

Troxel Saddles EVERYWHERE

"The Saddles That TROXEL Make"
can be relied upon. They are the best that money
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We Are Only Too Glad To Have You Make Comparisons



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Length, 13¼ inches.
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Add Finish
TO YOUR
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Length, 12 inches.
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THAT TROXEL NEW WOOD BASE MOTOR SADDLE

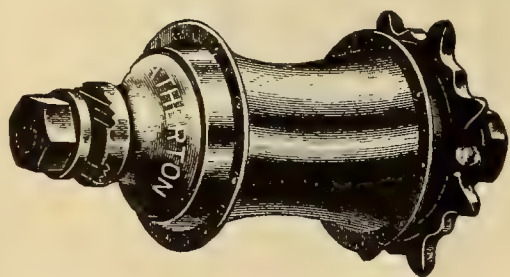
will be a wonder, too. You cannot afford to purchase
a wood-base motor saddle without seeing this one.
It will be ready for delivery April 1st, but we
are ready to talk about it now. If you wish

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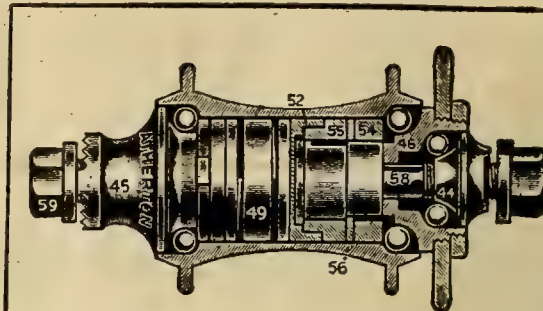
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The Only Real Development in Coaster Brakes Since the First One Was Produced



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All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

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Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

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IT AFFORDS { Perfect Brake
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Get the up-to-date coaster brake while you are about it.

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The Goodyear Pathfinder Non-Skid, Extra Heavy Bicycle Tire

is especially adapted for the hardest kinds of service. It is built to withstand the severe strain that a tire must meet in Messenger service or Police, Post Office and Collector's duty.

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Non-Skid, Extra Heavy,
Single Tube
BICYCLE TIRE



"The Tire That Can't Slip"

The non-skid feature we point to with especial pride. There is nothing that can be torn loose because this feature is built in—it is a part of the tire itself.

This reinforcement increases the life of the tire greatly.

The tread grips the road and prevents slipping, even on an icy street. There is no other tire that can equal its performance on a wet or slippery pavement.

This tire is constructed with infinite care throughout, from the choice of the world's best material.

Only the best Para rubber—fresh from the trees—is used in the manufacture of these tires.

We could buy rubber reclaimed from the junk pile for but ten cents a pound.

But none but the best is good enough for Goodyear tires.

Please notice also the reinforced tread on this great tire. Notice that there are two extra layers of a specially woven Egyptian fabric.

A strip one inch wide has a tensile strength of 150 pounds, while that of the ordinary muslin used by most manufacturers is but 40 to 60 pounds.

Another feature of this great tire is its marvelous resiliency—the tire yields and springs in your hands. Yet there never was a tougher cover.

Why don't you join our great Goodyear family of 600 dealers. Be one of them. Here is your invitation.

If we have no representative in your town just drop us a line asking us to tell you just what there is in it for you. Better write today.

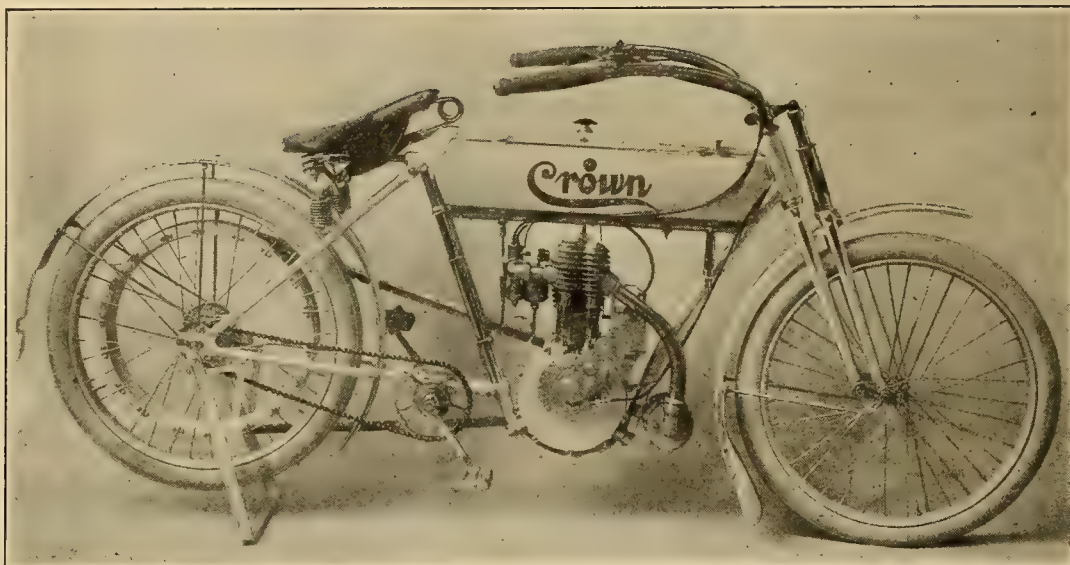
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We have had it under way for a long time but now that we are absolutely sure that it is right, we are prepared to hear from agents and riders concerning the

CROWN MOTORCYCLE



The most thoroughly modernized and most beautifully finished machine ever offered.

Ball bearing motor, $3\frac{1}{4} \times 3\frac{1}{2}$ inches, developing more than 4 horsepower.

V-belt transmission, with Eclipse free engine pulley; magneto ignition.

Imported Brown & Barlow carburetter.

Low double bar frame; spring fork; 58-inch wheel base; 26-inch wheels; Corbin band brake. Fuel capacity, $2\frac{1}{2}$ gals. gasoline; 1 gal. oil. Feed pump with glass indicator; strainer in gasoline line.

Wide mud guards. Stand. Large tire pump.

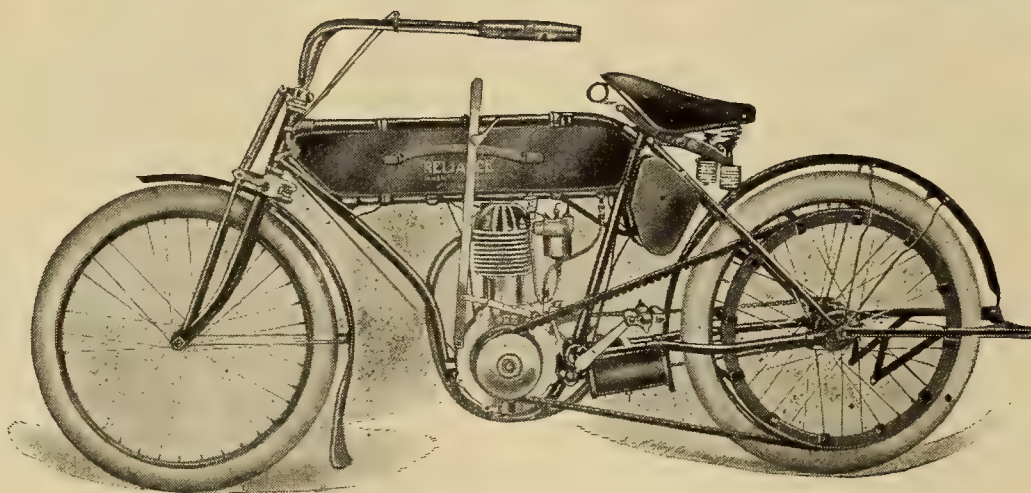
It is simply impossible for anyone to build a better motorcycle or offer greater value; we have gone the limit.

Write us and let us show you the way to genuine and unadulterated pleasure and satisfaction.

GOOD TERMS FOR GOOD AGENTS

GREAT WESTERN MANUFACTURING COMPANY, Laporte, Ind.

Here Is What You Have Been Looking For—



Model C as above, complete with the two speed pulley, \$225.

you are off. 5 to 1 on high, 9 to 1 on low. Write for complete specifications of this and our $4\frac{1}{2}$ H. P. Single and 7 H. P. Twin.

A motorcycle with a neat, compact two speed and free engine pulley, that is simplicity itself in construction, positive in its action, whether in high, low, or free engine position. **THINK OF IT!** Start engine on stand anywhere, on the steepest hill or deepest sand and then by just pushing forward a lever

RELIANCE MOTORCYCLE COMPANY, 444 Main St., Owego, Tioga Co., N. Y.



FOR the man with fat or slender purse,
for business or for pleasure

FISK BICYCLE TIRES

are cheapest and most satisfactory in the end. They are the result of manufacturing experience—years of producing only THE BEST. Ask our branches for particulars, or write Dept. E.

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Kansas City—1604 Grand Ave.
Denver—1534 Glenarm St.
Seattle—910-14 East Pike St.
Los Angeles—722 South Olive St.

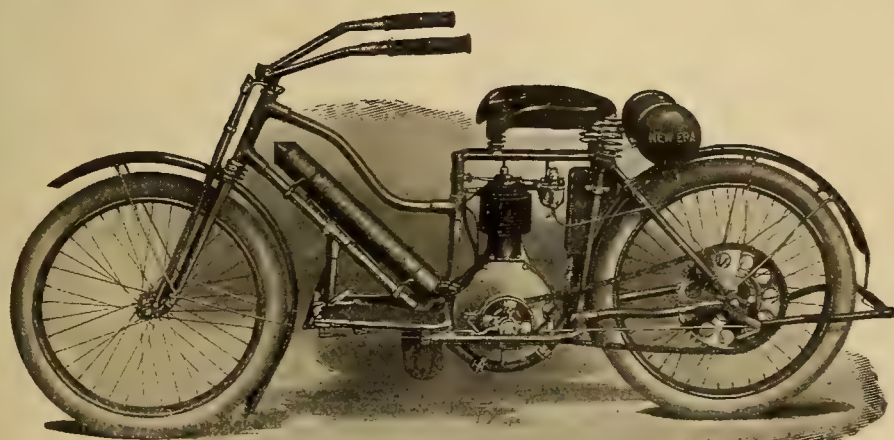
A NEW ERA IN MOTORCYCLING

was begun when

The New Era AUTO-CYCLE

made its appearance.

IT MARKED THE BEGINNING OF
REAL PRACTICABILITY AND COMFORT



Its long, low frame and spring suspended, upholstered form seat and footboard (instead of pedals) make it available for all ages and sizes and conditions of mankind; its two-speed transmission makes it the master of any and all hills and renders possible the slow pace so necessary to safety and comfort on rough country roads and crowded city streets; its free engine (started by a crank like an automobile) makes it possible to start anywhere from a standstill and without even "jacking up" the machine. Lots of these ideas are being and will be copied, but don't you pay for manufacturers' experiments. You don't have to do so when the New Era offers them in perfected form.

WRITE FOR ADVANCE CIRCULAR AND AGENCY PROPOSITION.

NEW ERA AUTO-CYCLE COMPANY, 2 Dale Ave., Dayton, Ohio

Also

USERS KNOW

Diamond

MOTORCYCLE TIRES

Los Angeles, Cal., Dec. 10, 1909.

DIAMOND RUBBER CO., Los Angeles, Cal.

Gentlemen:—I take pleasure in voluntarily telling you of the satisfaction I am having with the use of your new motorcycle tire. For some five months past I have used a "Diamond" tire on the rear wheel of my six horsepower N. S. U. motorcycle, which, by the way, is one of the very heaviest and fastest touring machines made. During most of the entire time I have carried an extra person on tandem attached over this tire. The distance so far is over 2,500 miles. The raised tread shows little wear, and it seems as though it might take double this mileage to even wear the tread smooth. It matters not how hard the tire is blown up; it has great resiliency and rides very easy. I have never had it lose traction or skid at any time. There have been no punctures, it being tough enough to apparently resist being punctured.

Comparing all my past experiences of five years riding different makes of tires, I certainly can say that the new "Diamond" motorcycle tire is certainly a wonderful production, and greatly improves the pleasure of motorcycling.

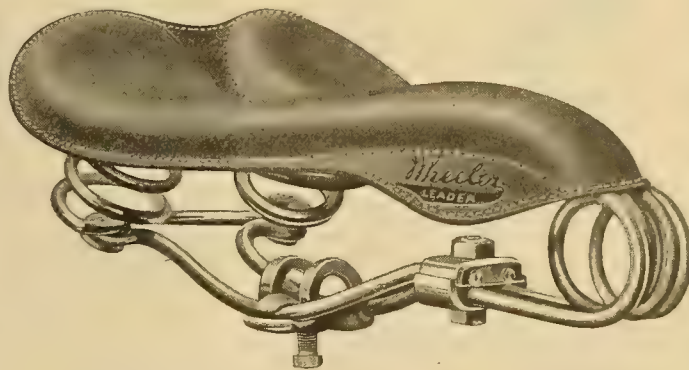
Yours very truly,

S. L. LYON.

THE DIAMOND RUBBER COMPANY, Akron, Ohio

THE MOST POPULAR SADDLE OF THE YEAR

Wheeler Leader



Wheeler Leader No. 394 1/2

Here is the most popular saddle of the year. The most handsomely shaped saddle—with heavy leather of fine quality, free from scars—with stitching even with the edges carefully trimmed and burnished—with generally higher grade workmanship than will be found in other makes. Style, quality and price to the trade are right. Send for particulars of the Wheeler Leader and other styles of saddles and tool bags.

Quality Handlebars If you require handlebars of better quality than others on the market, write us. Pope Bars are uniformly even in quality of tubing, polishing, nickeling and in fit. No stems that are tight in one spot and loose in another.

THE POPE MANUFACTURING CO., Hartford, Conn.

There is a Coil

which electrically is so perfect that it will give a working spark on even a faint primary current, while it also will stand heavy overload current without “breaking down.”

So sturdy and tough, too, that no motorcycle service can lessen its high efficiency.

It is made for singles or twins, and is supplied with either flat or conical ends.

Its name is 

PITTSFIELD

PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

STOPPED!

The manufacture of Armless Brakes by

The Atherton People

The Buffalo Metal Goods Co., of Buffalo, N. Y., under date of December 23, 1909, have notified us that

"We will cease immediately from using the armless device as covered by the patent."

(The patent referred to is our O'Horo patent covering the Musselman Coaster Brake.)

**All Infringers of This "Armless"
Feature Will Be Prosecuted**

THE MIAMI CYCLE & MFG. CO.

Middletown, Ohio

Coaster Brake Licensees

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, February 12, 1910.

No. 21

TILLINGHAST PATENT SUSTAINED

Court of Appeals Upholds Lower Court in
Continental Tire Case—Pennsylvania
Company Settles Royalty Suit.

The validity of the Tillinghast patent on single tube tires, No. 497,971, of May 23, 1903, now is established beyond doubt or cavil.

After years of litigation, its soundness was reaffirmed on Wednesday last, 9th inst., by the United States Court of Appeals for the Third District, beyond which there is no further appeal. The decision was handed down in the case of the Single Tube Automobile and Bicycle Tire Co. vs. Continental Rubber Works of Erie, Pa., which latter company appealed from the judgment of Judge Buffington of the United States Circuit Court for the Western District of Pennsylvania, who in August last held that the patent was valid and granted an order for an injunction and an accounting. Later, however, he permitted the Continental Rubber Works to file an appeal without giving bond. The decision of the Court of Appeals sustains Judge Buffington; it was rendered by Judges Gray, Lanning and McPherson, sitting in Philadelphia.

After two decisions in favor of the patent rendered in 1899 by the United States courts in Massachusetts, nearly all of the tire manufacturers recognized the validity of the patent and since have been operating under license and paying royalty. The Continental concern was formed after these arrangements were effected and elected to fly in the face of the patent. In due course, the Single Tube company, which owns the patent, instituted the suit for infringement which just has ended in its favor. It had hung fire so long, however, that nearly all of the licensees had ceased paying royalties, claiming that the Continental suit was not being pressed with proper diligence. After Judge Buf-

ington's decision, however, all save three of them paid up, and against these suits for the overdue royalty were entered. The first of these actions, the one involving the Pennsylvania Rubber Co., was just about to come up for argument when the Pennsylvania company saw a light and settled out of court; it paid the full amount claimed.

Invites Motorcycle Makers to Seashore.

Louis Schwab, secretary of the Cycle Parts and Accessories Association, formally has invited the Motorcycle Manufacturers' Association to hold a session at Atlantic City during the joint midsummer meeting of C. P. A. A. and National Association of Bicycle Jobbers, August 3, 4 and 5. Mr. Schwab assures the motorcycle makers that they will be heartily welcome and that the C. P. A. A. will provide entertainment for all who attend.

Grube to "Father" the Motor Racyle.

W. J. Grube has been engaged as mechanical head of the Miami Cycle & Mfg. Co.'s motorcycle department. He succeeds A. J. McCollum. Grube, who hails from Delaware, Ohio, long has been interested in motorcycles and a year or two since organized a company in his home town to manufacture a shaft driven single cylinder model of his own design; the company, however, made no material progress.

Emblem Again to Enlarge Its Plant.

The Emblem Mfg. Co. has had plans drawn for the erection of a considerable addition to its plant at Angola, N. Y., and the work of construction will begin as soon as the ground will permit, probably early next month. The structure will be four stories, 75x40 feet, and will be made of stone and brick to match the present building.

De Lezene to Represent the Reliance.

J. M. De Lezene, of Lincoln, Neb., has been added to the traveling staff of the Reliance Motorcycle Co. He will cover the states of Kansas, Nebraska and Colorado.

RAILROADS REFUSE LOWER RATES

Unusual Circumstances Defeat M. M. A.'s
Application—But It Will Try Again—
Also Seeks More Show Space.

For the time being, at least, the Motorcycle Manufacturers Association has lost its fight to obtain a lower freight rate on motorcycles.

The association's plea for a reduction of classification from 2½ times first class to the 1½ times tariff was presented last week to the Traffic Association at its meeting in San Antonio, Texas, but for some reason the representatives of the Gould and Hill railway lines were in a contrary mood and opposed practically every application for a lower rate that came before the association; there were several hundred of such applications, of which only about 20 were accorded favorable action, the Hill-Gould opposition being sufficiently effective to accomplish its purposes, whatever they may be. It required 22 votes of the assembled traffic managers to grant an application, and the motorcycle manufacturers could muster but 19.

The state of affairs was reported to the Motorcycle Manufacturers Association at its meeting in Chicago on Monday last, 7th inst., by F. C. Robie, chairman of the committee in charge of the matter. Mr. Robie added, however, that the application for the lower classification would be renewed at the next meeting of the Traffic Association, which occurs in July next, when there are strong hopes of success. Even if granted at last week's session, the lower rate would not have gone into effect until five months later, so that if favorable action is taken in July the effect will be felt when shipments of motorcycles are at their height early next year.

Mr. Robie's application for the lower rate and his reports to the M. M. A. itself have been not short of masterly; he has com-

FIRST TWO-CYCLE TWO CYLINDER

Hartford's Marathon Otherwise Departs
Radically from Usual Motorcycle Prac-
tice—Wherein Its Novelty Lies.

Without doubt one of the most radical departures from general practice since the inception of the motorcycle industry in America is contained in the two cylinder two cycle engine which constitutes the power plant of the Marathon motorcycle, designed by C. E. Baker and E. M. de Long, and manufactured by L. E. Rhodes, Hartford, Conn. The machine, which is shown in the accompanying illustration has been "in the

manded some remarkably expert assistance and has given the motorcycle manufacturers so much information that it is rare that such unstinted praise has been accorded any one by rival, if co-operating, producers.

At Monday's meeting the association took steps toward obtaining more room at both the New York and the Chicago shows of 1911. Mr. Robie was appointed a committee of one to confer with the Chicago management and to suggest that, as the present buildings no longer are sufficient, that a separate building be secured for the motorcycle displays of the future. Mr. Robie will endeavor also to convince the management that the M. M. A. should share the rebate accorded to other exhibiting associations. In New York, the M. M. A. will make an effort to have the entire basement of Madison Square Garden set apart for the motorcycle exhibits.

The matter of horsepower rating was again discussed, but in the absence of Percy Pierce, the chairman of the committee, no report was submitted. Mr. Pierce will be requested to call his committee together and to present a definite recommendation. The M. M. A., as the Bicycling World recently reported, is considering the adoption of a cubical piston displacement as a unit of power rating and thus avoid the present elastic system.

The M. M. A. admitted the Consolidated Mfg. Co., of Toledo, Ohio, to membership, and on motion of Mr. Sherman passed resolutions deploring the loss sustained in the recent death of F. P. Prial, publisher of *Motorcycle Illustrated*.

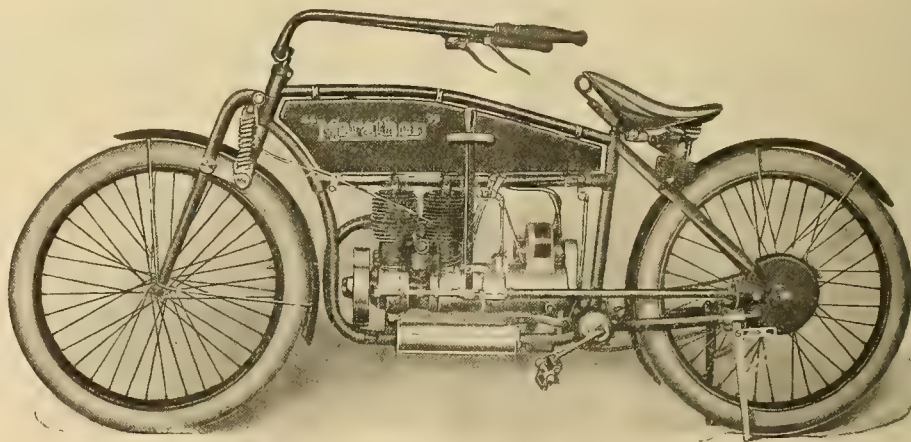
Those present at Monday's meeting were George M. Hendee, president; F. C. Robie (Excelsior), George W. Sherman (Thor), Arthur Davidson (Harley-Davidson), E. Buffum (Merkel), W. C. Overman (Greyhound), W. H. Ives (Reliance), E. Kicherer (N. S. U.), G. M. Hornecker (Torpedo), R. A. Pickens (M. M.), and W. F. Remppis (R. S.). In the absence of the secretary, who arrived late, Mr. Sherman acted in his stead.

The next meeting of the association will be held in Buffalo, April 20th.

works" for some time, and its advent was heralded in the Bicycling World recently. While, of course, the two stroke twin engine, which for the first time is applied to an American machine, is the principal feature, there are other noteworthy elements, such as the unit power plant, multiple disc clutch, two-speed sliding gear transmission and fork construction.

In the double truss frame with sloping top tube, the only departure from the beaten path of frame design is found in the loop, which is more properly a cradle, the lower section being horizontal throughout its length, which is about the same as that of the lower truss. Another indication of good design is apparent in the unusually long steering head, which contributes materially to the ability of the frame to stand

The crankshaft is a hammer forging of vanadium steel and is mounted on plain bronze bearings. The cylinders are unit castings and their dimensions are $2\frac{5}{8} \times 2\frac{1}{2}$ inches, respectively. As is well known, this type of engine has no valves, which reduces the number of moving parts to a minimum, the charge being taken in and expelled through ports in the cylinder walls which are uncovered by the piston at certain points in its stroke. The Planhard carburetter which is used is of the float feed type and has an automatic air valve controlled by five balls of variable weight to regulate the lift; it is mounted on the left side of the engine, between and at the base of the cylinders. From the carburetter the vapor is passed to the separate compartments in the crank case, one for each



TWO-CYCLE TWIN MARATHON

up on rough roads. All tubes are united with outside joints. Originality is found in the spring fork, which has both a vertical and a fore and aft motion. It consists of a single fork which at its upper end is attached to a sliding block on the frame head; at the lower end of the head are placed hinged links which are fastened to the fork sides near the crown. The load strain is taken by a pair of helical springs unenclosed, which are fastened to the fork crown and the rear link mounting. The wheel base is 60 inches. The wheels are 28 inches, shod with M. & W. $2\frac{1}{2}$ inch tires.

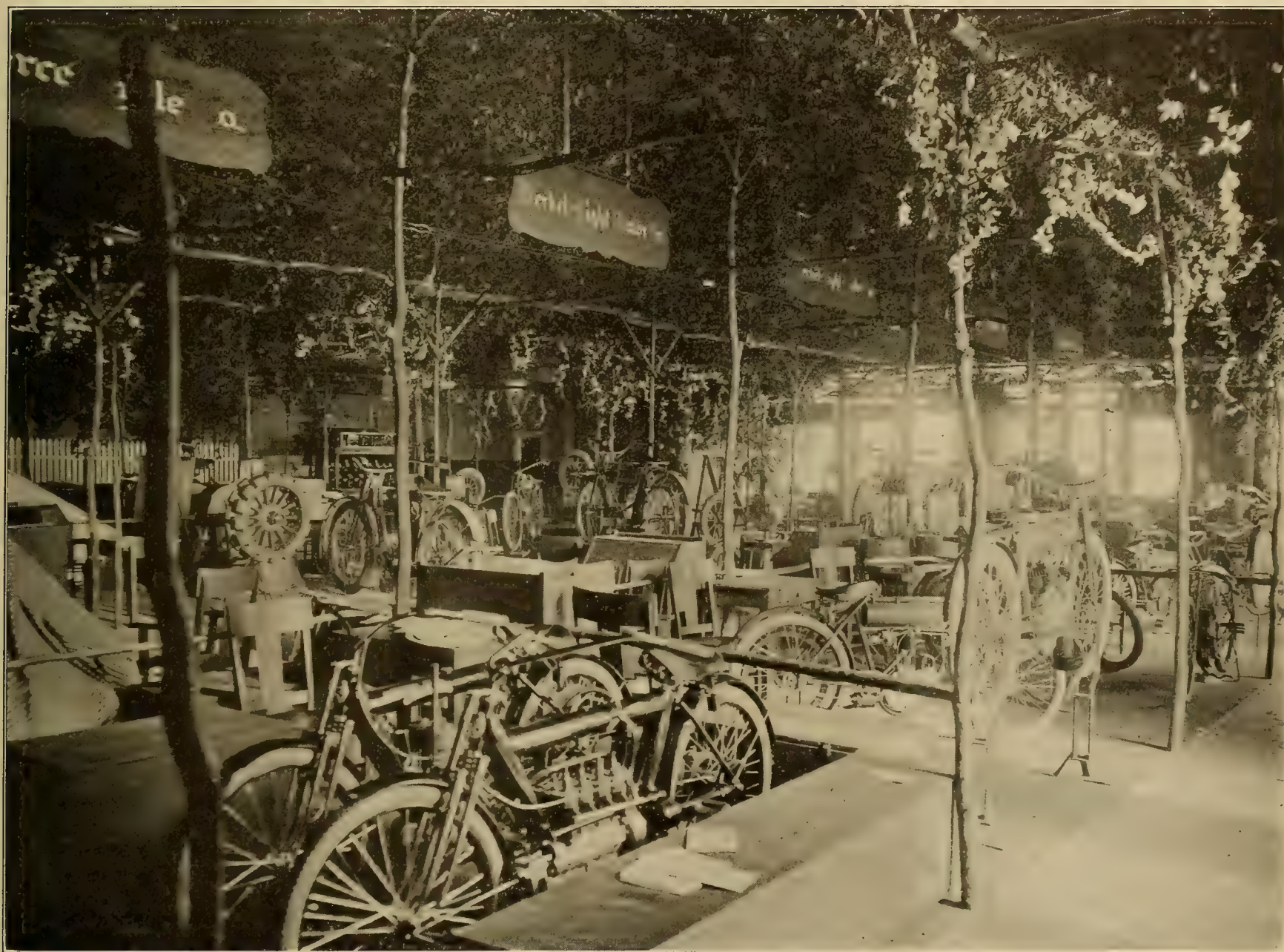
Rated at 7 horsepower, the engine is claimed to have a wide range of speed by reason of the constant torque and application of power, and to be remarkably free from vibration. Automobile practice is apparent in the combining of the engine, clutch and transmission in a single unit, which insures perfect alignment of the shafts and bearings and gives greater rigidity to the whole structure. This machine is the first in this country to adopt the unit power plant. It also embodies the outside flywheel placed at the front of the engine, which constitutes another exclusive innovation. The power plant is mounted longitudinally in the frame, giving a direct application of power to the rear wheel, while the method of mounting the flywheel at right angles to the direction of vehicle travel gives a gyroscope action which is claimed to aid materially in balancing the machine when in motion.

cylinder, and thence on the downward stroke of the piston to the combustion chamber through a passage in the cylinder wall, the base compression being utilized to force the gas to the top of the cylinder. On top of each piston are cast deflector plates to guide the incoming gas towards the top of the cylinders.

Ignition is by a Bosch magneto, which is mounted on the rear end of the transmission case and is driven from the rear end of the crankshaft by enclosed gears. The cylinders, pistons and connecting rods are lubricated by drip feed while the crank shaft and bearings is supplied by a gear pump which is driven off the end of the shaft. Interposed between the engine and transmission is a multiple disc clutch of 17 plates which runs in oil. Speed changes are effected through sliding gears operated by a hand lever, which works in a quadrant attached to the left side of the tank. This quadrant has a neutral notch, which affords a free engine. Contrary to the usual practice, the final drive shaft is unenclosed and is placed above the left stay tube. The shaft is mounted on three ball bearings and is solid throughout, no joints being used. In disposing of the exhaust the forward frame tube is connected with the cylinder manifold and the gas is passed to a large muffler placed beneath the engine, the muffler forming part of the frame. There is a liberal brake equipment, consisting of an Eclipse coaster brake and an emergency band brake acting on the driving shaft.

Motorcycles Under a Trellis of Wistaria

Exhibited at Chicago Show Amid Picturesque Surroundings—Fewer Exhibitors Than Last Year but the Show Sustains Its Reputation as a Business-Getter—Double Ignition System and New Belt Transmission the Only Novelties Disclosed.



GENERAL—OR FAIRLY GENERAL—VIEW OF THE MOTORCYCLE SECTION OF THE CHICAGO SHOW

Of the Chicago show, which terminates to-night, it may be said, so far as motorcycles are concerned, that the chief feature was not the number of exhibitors or the newness or number of machines displayed, but rather the volume of business booked by the exhibitors. Usually a better "business show" than the New York function, the Chicago event again held true to its reputation. Agents from throughout the whole great West were numerous in attendance and the report, "More business done during the first three days than during the entire week in New York," was a general one. Every exhibitor appeared to be busy and to be well satisfied.

Excepting a belt driven Indian incorporating a new clutch, and a Reliance

equipped with dual ignition, there is in evidence nothing that was not displayed in New York, but as comparatively few of those in attendance had viewed the exhibits in the metropolis, it is chiefly in absence of "news value" that the Chicago show is lacking. Due to the encroachment of manufacturers of automobile wares, the motorcycle section in the Coliseum Annex is much smaller than last year, and there are missing a number of those who applied for space but for whom none could be found. Altogether there are 14 exhibitors, who stage 48 motorcycles, 30 of which are singles, 17 twins and 1 four. At the Chicago show of 1909 there were 10 exhibitors, who displayed 74 machines—51 singles, 20 twins and 3 fours.

In the Coliseum proper, the decorative scheme probably is the most picturesque and spectacular ever applied to an industrial exhibition. It is supposed to represent an English gentleman's country estate or several English gentlemen's estates. Eight big, spreading trees, 50 or 60 feet high, and a much larger number of smaller trees and shrubs afford the "country" effect, while vine-grown picket fences on real red brick bases, high grill gates with stone gate posts, topped by huge flowering urns, convey the suggestion of "estates." In the Coliseum Annex, a two-story structure, there is not room nor height for big trees to spread themselves, but the rural or suburban "atmosphere" is contributed by rustic arbors, heavily hung with blossoming vines,

while against the walls a white picket fence, behind and above which plant life is to be seen, conveys an "over the garden wall" appearance. The arbor in that portion of the Annex in which the motorcycles are exhibited is "blossoming" with wistaria and presents a more pleasing picture than even the photograph suggests—but the greenery employed has served to make the photographers tear their hair and to render few pictures available.

The motorcycles comprising the motorcycle section proper are the Indian, Thor, Harley-Davidson, Excelsior, Merkel, Greyhound, Yale, Pierce, New Era, N. S. U., M-M, and R-S. The other two exhibits—the Reliance and the Emblem—are located elsewhere, the Reliance in a corner of the gallery of the Coliseum proper and the Emblem in the First Regiment Armory, where the "overflow" is housed and where it shares a part of the H. & F. Mesinger Mfg. Co.'s saddle and leather goods booth. There are two "outside" exhibits—the Racycle, in a store opposite the Coliseum, and the Crown, in the New Southern Hotel.

Although located in a corner, the Reliance space is a generous one and gives the Reliance company an opportunity to stage the only "action" exhibit. The action is contributed by an electric motor and the necessary belting, which keeps revolving the rear wheel and engine pulley of a Reliance and thus serves to demonstrate the operation and changes of the two-speed gear with which it is equipped. While this demonstration is interesting and is the feature that attracts the attention of the passer-by, it does not, however, constitute the item of real interest in the Reliance display. For during the four weeks that have intervened since their appearance at the New York show, the Reliance people have found time and scope to add to the attractiveness of their product.

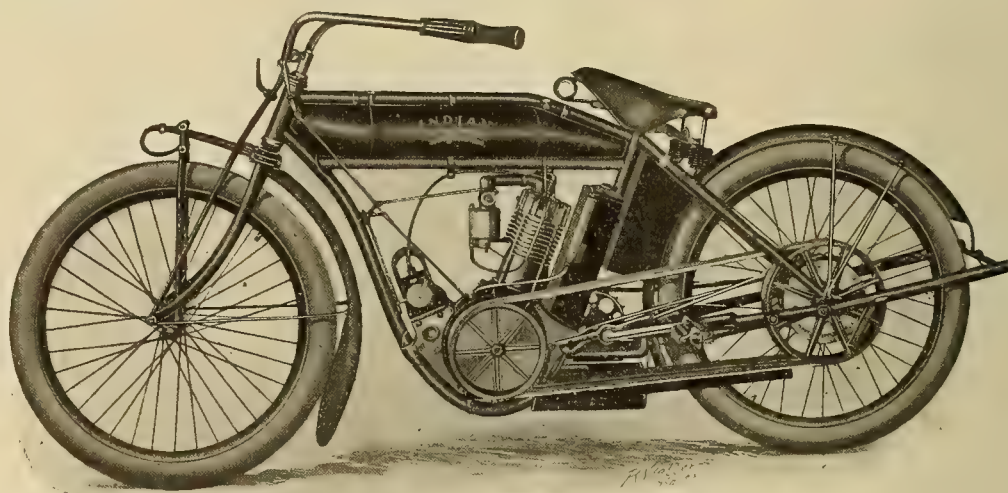
The development and application of a system of double or dual ignition, now quite prevalent in automobile practice, is the real surprise. As the Reliance motor has similar orifices, side by side, in its head for both a spark plug and a priming cup, the application of the double ignition idea was a very simple process. The priming cup was removed and a second spark plug inserted in its place; it then was connected with a magneto positioned on the engine base, while the other plug is wired to a dry battery contained in a box secured to the rear fork stays within easy reach; on the outside of the battery box provision is made for a switch plug. Thus one may employ both sources of ignition, if he desires to be doubly sure, as in a race or other contest, or if starting with the magneto is too strenuous, he may start on the battery and when the magneto picks up, by withdrawing the switch plug, the battery may be cut out and held in reserve.

This system of double ignition will be supplied at an extra cost of only \$5. It does not, however, represent the only thing the Reliance company has done since the New

York show. For the loop of its frame has been altered and made more graceful and the square tank has been displaced by a round one placed between the top and the truss tubes and with a groove in its upper side to make it snugly fit the top tube. A departure in tandem attachments, which eliminates both saddles is also for the first time disclosed by the Reliance folk. Instead of the usual attachment carrying a handlebar, saddle and stirrups, the Reliance device is essentially a large platform suggesting an elongated luggage carrier, on which are placed two wide cushioned seats, one directly behind the other. No saddles and no extra handlebar are employed, and instead of stirrups for the passenger a pair

ready has been applied in two speed devices, but which in this sort of use is claimed to be without precedent. The rear belt pulley rotates outside the axle and carries with it a central pinion or small gear, which meshes with three other pinions mounted on a spider attached to the hub. The three pinions also are in mesh with an outer annular gear, which is formed with an external drum lying within the pulley, and to which a brake band is applied.

When the clutch, which essentially consists merely of a constricting metal band, is applied, the brake drum is held from rotation. Hence when the pulley is made to revolve by the pull of the belt, the inner pinion to which it is connected, and the



INDIAN WITH NEW BELT TRANSMISSION

of Standard rubber pedals are affixed one to each rear forkside. It is the intention to further develop the idea by making it possible to arrange the extra cushion seat in an upright position and thus afford a backrest for the rider when he is "going it alone."

The only other innovation disclosed is that which embodies a radical application of the belt transmission to the Indian, together with a speed-reducing gear and free engine clutch, which is mounted in the rear wheel, instead of in the engine, as usually is the case. In appearance, the new arrangement renders the mount conspicuous among all belt driven machines, because the pulleys are of practically the same size, or 8 and 10 inches in diameter, to be exact. Several advantages result from this practice. The engine pulley being larger than ordinary, the arc of belt contact is unusually great, or nearly 180 degrees, and as the belt runs at double the usual speed, is subjected to only half the usual driving strain. Besides, as the belt is not subjected to as great bending strains, the durability should be much greater. As the rear pulley is smaller than can be used with the ordinary belt drive, the belt is kept out of the way of mud and obtruding stones in the road, and the pulley itself is much less likely to suffer from coming into contact with such obstacles.

To these advantages are added those of the reducing gear. This is a new adaptation of the planetary principle, which al-

three pinions which mesh with it, all revolve together. As the outer pinions are in mesh with the brake ring, which is held stationary, they are forced to travel around within it. This movement causes the spider, and so the hub, to revolve. As soon as the brake is released, however, the outer ring is permitted to spin around idly; its motion causes the three pinions to cease travelling around the axle—although they continue to revolve—thus affording not only the free engine but the free wheel effect, the engine and its pulley continuing to revolve at constant speed.

The action of the clutch brake is controlled by means of a double push pedal which is mounted on the left side of the machine. The coaster band brake is placed on the right side and is applied by back pedalling as usual. No idler is used, and the tension of belt and chain is adjusted by a simple device which regulates both at the same time. The total speed reduction obtained with the belt and reducing gear is 4-1-3 to 1. Both pulleys, by the way, are flanged to keep the belt in place and running true, and the belt itself is of the 1½-inch flat type, the Hendee Mfg. Co. being among those who have wholly discarded the V-belt.

"We are sorry we ever set eyes on one," was the unexpected but all-sufficient remark of President Hendee himself when the fact was remarked.

The full list of those exhibiting motorcycles is as follows:

American Motor Co., Brockton, Mass.—Four M-M motorcycles: Three singles and one twin.

Aurora Automatic Machinery Co., Aurora, Ill.—Three Thor motorcycles: Two singles and one twin.

Consolidated Mfg. Co., Toledo, Ohio.—Four Yale motorcycles: Three singles and one twin.

Emblem Mfg. Co., Angola, N. Y.—Two Emblem motorcycles: One single and one twin.

Excelsior Supply Co., Chicago, Ill.—Four Excelsior motorcycles: Three singles and one twin.

Greyhound Motor Works, Buffalo, N. Y.—Two Greyhound motorcycles: Both singles.

Harley-Davidson Motor Co., Milwaukee, Wis.—Three Harley-Davidson motorcycles: Two singles and one twin.

Hendee Mfg. Co., Springfield, Mass.—Five Indian motorcycles: Two singles and three twins.

Markel-Light Motor Co., Pottstown, Pa.—Five Merkles: Two singles and three twins; one Light, single.

New Era Auto-Cycle Co., Dayton, Ohio.—Two New Era Motorcycles: Both singles, one with tandem attachment.

N. S. U. Motor Co., New York City.—Three N. S. U. motorcycles: One single and two twins.

Pierce Cycle Co., Buffalo, N. Y.—Two Pierce motorcycles: One single and one four.

Reading Standard Co., Reading, Pa.—Five R-S motorcycles: Two singles, two twins and one single delivery van.

Reliance Motorcycle Co., Owego, N. Y.—Three Reliance motorcycles: Two singles and one twin, the latter with tandem attachment.

Washington to Hold April Show.

Permanent organization of the Washington (D. C.) Sportsmen's Association was effected last week by the election of Claude Turner, chairman; Harry F. Seamark, treasurer, and George F. Appleby, secretary. The association will conduct a show at which motorcycles will be displayed in the Fifteenth street Armory, April 11 to 16, inclusive. B. C. Washington, who has been selected as manager of the show, writes that it is the purpose of the association to conduct several sanctioned motorcycle events, commencing with a sealed reliability run on Sunday, April 10. Mr. Seamark, the treasurer, is the Merkel and Emblem agent.

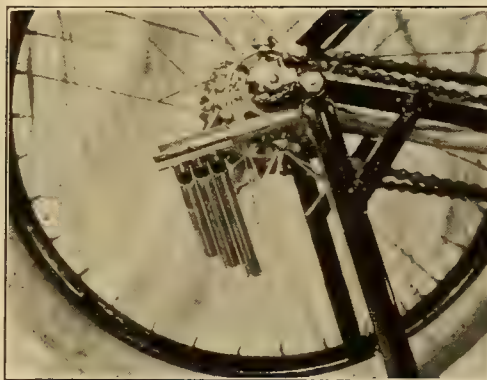
New Package Carrier from California.

The L-B. Mfg. Co. is the style of a new corporation which has been formed in San Jose, Cal., to market the L-B Handy Holder, a simple self-adjusting package carrier, which may be attached to the head of any bicycle or motorcycle and which automatically adjusts itself to any package, large or small. W. K. Beans is president of the company and H. A. Loomis is secretary.

UTILIZING THE EXHAUST GAS

Krauss "Puts It to Work" Operating a Whistle Alarm—The Design and Application of the Device.

Although a long enduring type of warning device for motor vehicles and for a time the well-nigh universal, the reed horn left much to be desired and largely has been superseded on automobiles by exhaust horns, because of cracking bulbs, choked reeds and the desire of fastidious users for something better. This evolution in the realm of alarm signals promises to extend itself to the motorcycle field also, for in addition to the described drawbacks of the reed type, these objections are reinforced,



in regard to motorcycles, by the lack of room and the liability of damage by falls when the horn is mounted on the handlebars, which is the universal and almost only available place for it. Furthermore the rich, musical and variable notes of the exhaust instruments are much more pleasing to the ear than the sharp, monotonous bleat of the bulb horn.

With an appreciation of these advantages and in anticipation of a demand from the growing army of riders who are familiar with the merits of power horns on automobiles, Charles Krauss, 2123 North Broad street, Philadelphia, Pa., who handles Indians and Excelsiors in that city, has brought out an exhaust whistle for motorcycles. It is a three-tube device made of nicked brass, with a copper sounding tube, and in the accompanying photograph is shown attached to the tail pipe of an Indian although it can be fitted to any other machine without regard to tail-pipe. It is an extremely compact instrument, measuring 3x6 inches, and as shown is so placed as to be protected from injury, and at the same time leaving the bars clear. When it is desired to use the whistle the valve at the end of the large tube or sounding pipe, which is operated by a wire, is closed and the exhaust passes through the bank of musical pipes, giving forth a series of rich notes. Opening the valve cuts off the sounding pipes and permits the gas to escape directly through the large tube. Very little pressure is required to operate the whistle. Another new offering by Krauss is as invisible magneto cut-out

switch for the handlebar. It is made in two sizes, for $\frac{7}{8}$ and 1 inch tubing.

Why New Tires Require More Inflation.

It is the contention of tire experts that after inflation the oxygen in the air which is pumped into the tires tends to separate from the other components of the atmosphere. As oxygen is diffused through rubber much more rapidly than nitrogen, the principal remaining constituent, it follows that after frequent inflation the gas within the tire is relatively of a much more stable nature than when the inflation first is completed. With a new tire it is important to reinflate at frequent intervals, because the pressure of the air tends to stretch the casing, thus increasing its capacity very materially. Therefore, with new tires it is by no means safe to assume that a tube properly inflated one day will be sufficiently hard when the machine is taken out again. After a tire has been in use for some time the casing becomes thoroughly limbered and stretched, so that the air capacity becomes practically fixed and when sufficiently inflated the pressure remains practically constant for considerable periods, so that reinflation is not so often required.

Marvel's Manager Repudiates Rumors.

Manager Waters, of the Marvel Motorcycle Co., Hammondsport, N. Y., has not been feeling thoroughly happy of late because of reports, which he states have been industriously circulated, to the effect that his company was bidding for and appointing "rider agents," which reports, he adds, are absolutely without foundation. Waters declares positively that not only have no such agents been appointed nor are they wanted, but that to guard against them the Marvel agency is being placed only with dealers who contract for not less than two machines. The company will build 500 machines during 1910 and has placed bona-fide orders for material for that number, the actual work of producing the Marvel being done in its own two story concrete factory, 115x30 feet, which recently was completed.

New Haven's Almost a Motorcycle Show.

While officially designed as the Third Annual Motor Boat and Engine Show, the function which is being held in the Auditorium at New Haven (Conn.) this week rightfully might be termed a motorcycle show, for there are seven motorcycle exhibits at Elm City, the following machines being exhibited by the local agents: Indian, Excelsior, Harley-Davidson, Merkel, Yale, N. S. U. and R-S.

Mehrmann Hangs Out His Shingle.

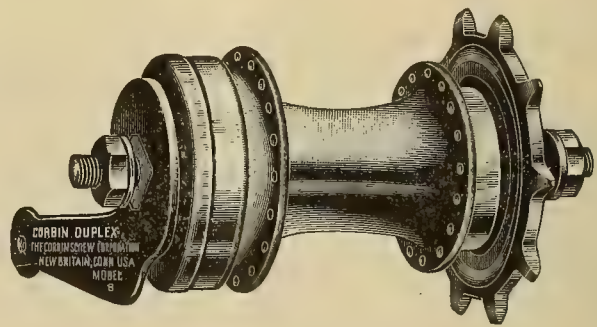
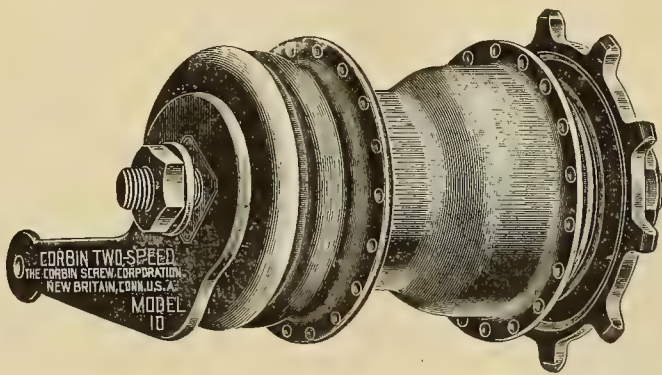
Frank Mehrmann, a well known local road rider, has entered the trade, his location being at 7 Reid avenue, Brooklyn. Mehrmann will conduct a retail business in bicycles and supplies, with the Iver Johnson line as his leader.

Even before "the buds begin to blossom and
the birds begin to sing,"

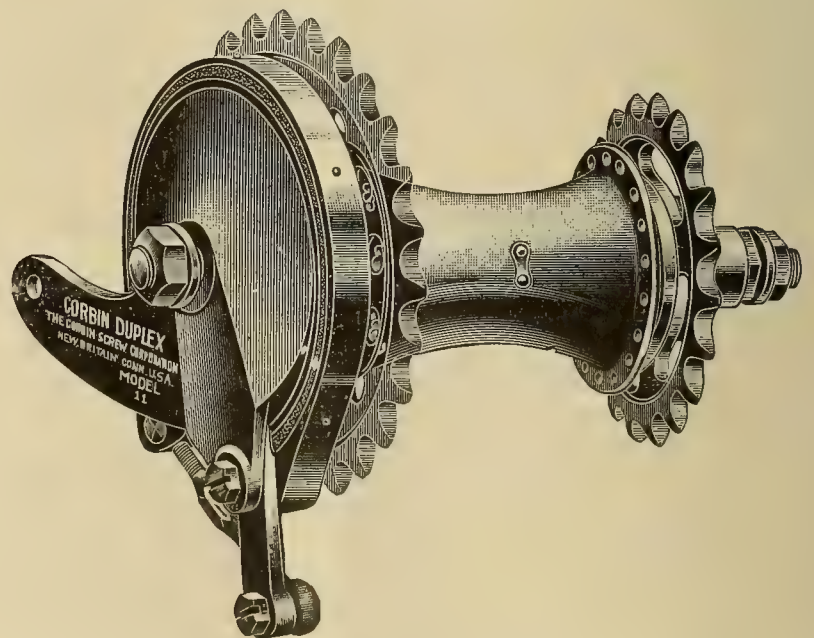
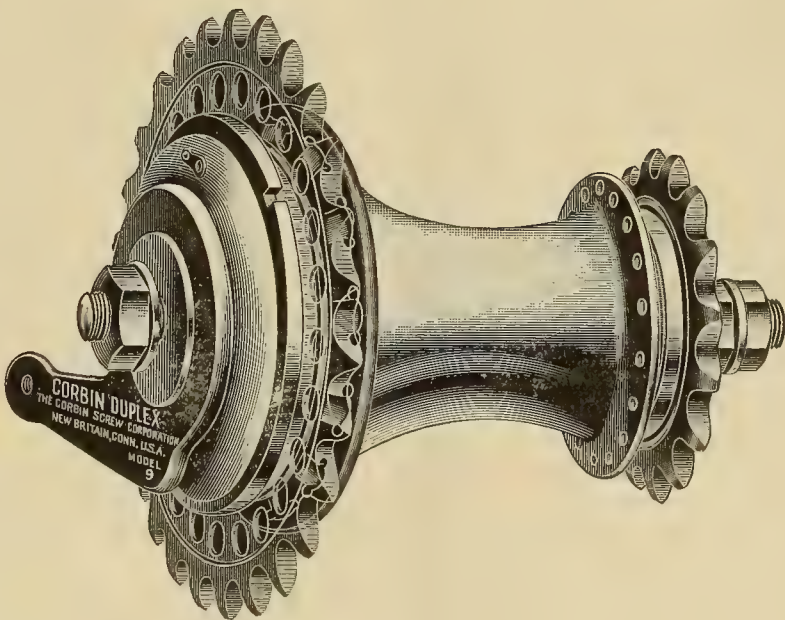
there comes

The Call for Coaster Brakes

which means that the dealer who already has not laid in a stock of



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business. Corbin quality always is above par and with
more than one model to offer, not many customers should
get past the dealer who "knows his book."

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NEW YORK, FEBRUARY 12, 1910.

"Enclosed is money order for my subscription to the Bicycling World and Motorcycle Review. Any time it runs out just let me know and I will be glad to renew it. I don't want to miss a single copy."—Henry Shuk, North Yakima, Wash.

Light that Illuminates a Situation.

If proof were needed that even those directly and indirectly responsible for the remarkable situation that has arisen in the F. A. M. have recognized the error of their procedure, as it was pointed out by the Bicycling World, such evidence is contained in the new and innocent paragraph which constitutes Section 8 of Article VII of the revised bylaws adopted in Chicago on Thursday last, as follows:

The acts of the chairman of any committee shall be subject to the approval of a majority of the committee over which he presides.

To the best of our belief, this paragraph was not contained in the original draft of the bylaws; it was inserted after a meeting in New York which was attended by the president of the F. A. M. and the chairman of the competition committee in their capacities as members of the revision committee. But whether or no the paragraph then was formulated makes small difference, nor whether it was designed to prevent the reversal of the ruling which gave rise to the

existing situation. It speaks for itself, and as a matter of fact it scarcely is necessary, for it long has been the well established if unwritten law of all administrative bodies that a succeeding administration shall carry out the good faith of its predecessors. Not to do so is to invite chaos.

It was this invitation that was extended by the present chairman of the F. A. M. competition committee when, despite specific prohibition by the rules, he constituted himself not only a board of appeals but a board of review, and nullified a decree of professionalism executed not even by his immediate predecessor but by the official who had preceded the latter; this act of good faith and of duty which he nullified was performed three years before. In an experience with sports extending over nearly a quarter of a century we can recall no parallel case.

If those responsible for the state of affairs will not admit it, Section 8 of Article VII will be sufficient evidence for most men that a light has dawned.

If further evidence of the wrong committed is required it will be found in the answers, published elsewhere, to the interrogatories submitted to Messrs. James E. Sullivan, secretary of the Amateur Athletic Union, who is recognized as the highest authority in this country, and R. F. Kelsey, chairman of the National Cycling Association, who also is an official with ripe experience. The information they convey is not new to those who long have had to do with sports, however new it may be to prentice hands. It is logical and well settled procedure, and the only procedure that permits of orderly administration.

Possibilities of Engine Development.

Ideas upon which more efficient and better gasoline engines are to be built constantly are being unfolded by hopeful scientists and inventors; and while it may seem that most of their projects are in the nature of vain and fruitless quests, it is unquestionable that most of them are founded upon a reasonable basis of theory. Furthermore, it is likely that the next decade will witness as much progress in gasoline engine construction as has the last one. Therefore the subject of engine design as applied to the motorcycle is one which the thoughtful and watchful engineer and designer keeps constantly in mind.

Out of the almost endless variety of possibilities which are being urged as of likely interest to the motorcyclists of the future

it is difficult to select those which seem to be logical enough to form a sane basis for expectation. At the same time, certain lines of effort seem to possess especially promising qualities. Fuel injection is one of them. By spraying the fuel directly into the cylinder, thereby eliminating the present carburetter with all its uncertainties, there is every reason to suppose that great gains in mechanical and thermal ways should be accomplished. To bring about the successful and simple fuel injection system, however, is a far more troublesome task than would appear from a mere statement of its principle. The two-cycle engine, of course, is an ever present and plausible prospect which is coming to be understood better every day, and which at present atones in smoothness of action for what it lacks in fuel economy.

Those two may be considered the most likely directions in which gas engine development will progress during the next few years. In connection with their development sundry other possibilities may arise, such as forced induction, as it is called; while questions as to the proper number of cylinders to use, how they and the valves shall be arranged and how formed, of course long will be subject to discussion. Probably in the mind of the average "high browed" engineer no desire is stronger than to be able to produce a successful gas turbine, especially since the steam turbine has come into such general use for power purposes. But it is a long look into the future which affords a vision of the really practical internal combustion turbine, reduced and simplified so as to respond to the demands of motorcycle service. The fuel injection, two-cycle motor of really practical proportions, however, is a logical and likely outcome of present day types, if a consensus of engineering opinion is to be believed.

New developments of one sort and another constantly are being brought to light. They are so numerous and varied, in fact, that it is difficult to trace them, save through the general types to which they belong. But however radical they may be, the fact scarcely will prevent the really progressive builder sifting the wheat from the chaff and adopting or adapting systems which in themselves possess actual merit.

"Please keep me on the Bicycling World's weekly 'calling list;' would miss it too much. Enclosed is the \$2."—J. M. Roraback, Los Angeles, Cal.

"BAD SPORT," SAYS SULLIVAN

**A. A. U. and N. C. A. Officials Express
Opinions on Ponits Involved in F. A.
M. Situation—Critic to be "Crushed."**

Until the present chairman of the F. A. M. competition committee decided otherwise in the case of Guy M. Greene, who for years laughed at and defied the F. A. M., men who have grown grey in the service or as followers of amateur sport, always had supposed that the amateur who competed for cash or against a known professional thereby automatically and without notice, professionalized himself. In the case of Greene, however, the chairman in question, after waving aside the rule which specifically forbids his committee to reinstate professionals, declared that the professionalization of Greene, made by a preceding chairman three years ago, was null and void because this predecessor had not submitted the matter to his committee for action and also because Greene was not personally notified—although the facts were published—and had not been advised of his right of appeal. The act of going back three years and refusing to accept or uphold the ruling of a previous administration was as startling as the other procedure.

R. G. Betts, who founded the F. A. M., and who for five years was its president, still possessing regard and affection for it, accordingly had the unblushing hardihood to question and criticise these proceedings, and to give notice that he proposed testing their legality by preferring charges against the present head of the committee. But possibly Betts may not have an opportunity to do anything of the sort, as, having dared to criticise or question, he is to be headed off and silenced by being suspended, expelled, slugged, drawn, quartered, sandbagged, lynched, or in some way "nailed to the cross," while his business is to be boycotted, undermined, blown up, or otherwise ruined and "put on the bum," and he and his partners thereby reduced to penury or penitence, or both, or something of the sort. This actually is the broad-minded, awe-inspiring and helpful program of at least some of the F. A. M. officials, and at last accounts one or more of them was working days and laying awake nights prosecuting the campaign. The first page of the program is due to be unfolded next week. Meanwhile Betts, in fear and trembling, has been accumulating data and opinions to justify his contentions in the Greene case. To that end, he submitted four questions which summarize the points involved in that affair to James E. Sullivan, for some twenty years either president or secretary of the Amateur Athletic Union, and the foremost authority in America, and to R. F. Kelsey, for many years chairman of the National Cycling Association's board

of control, with both of which organizations, Betts during his term of office as president of the F. A. M., consummated alliances. The questions submitted and the answers of Messrs. Sullivan and Kelsey are not susceptible of much misconstruction; they are as follows:

(1) When an amateur competes with a known professional, is it not a well settled procedure that he thereby automatically becomes a professional and that official action is not necessarily required?

Mr. Sullivan: "The Amateur Athletic Union of the United States has always decided that a man when he competes with a professional in any sport over which the A. A. U. has jurisdiction, he thereby professionalizes himself."

Mr. Kelsey: "When an amateur competes with a known professional he professionalizes himself automatically, because he breaks a rule which is fundamental and mandatory."

(2) Would you hold that such an act of professionalization is not binding because of failure personally to notify the man involved that he had forfeited his amateur status?

Mr. Sullivan: "No."

Mr. Kelsey: "The amateur loses his status as soon as he competes against the professional. No notification is necessary, although it is customary to publish the information broadcast through the press with official bulletins to warn sport promoters and intending competitors."

(3) Would you hold that action by the chairman of the proper committee in declaring such a man to be a professional is insufficient, and that his failure to submit the case for the action of the full committee justified a succeeding committee, two years later, in reopening the case and in declaring such professionalization void because of failure to so submit the case; and in the face of a rule stating "no professional shall be reinstated as an amateur except by unanimous vote of the members of the organization (not of the committee only) present at a regular meeting?"

Mr. Sullivan: "I should say it was bad sport to overrule the chairman if he made a decision that was absolutely legal in the eyes of the sport lovers of the world. Anyone can declare a man a professional when he is one and becomes one knowingly. Take the case of James J. Jeffries, he never has been declared a professional by anyone in the A. A. U., but he is a professional."

Mr. Kelsey: "In our organization, the fact that an amateur competes against a professional is all the evidence needed. Cases of the nature you speak of can be opened afresh only by an appeal of the professional for reinstatement to the amateur class. The fact that appellant's case of transfer had not been considered by a full board would not affect him in the least. The chairman and the appellant's own act settle his career."

(4) Would you not hold that refusal to issue an amateur registration card, if he

COMING EVENTS

February 5-12, Chicago, Ill.—Motorcycle section, National Association of Automobile Manufacturers' ninth annual show in Coliseum.

February 25, Baltimore, Md.—Brooklyn Cycle Club's home trainer meet; open.

February 28-March 5, Buffalo, N. Y.—Twelve hours a day six days race in Broadway arsenal; professional.

March 2-3, Keene, N. H.—Consolidated Motorcyclists' second annual bicycle and motorcycle show.

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

April 10, Washington, D. C.—Washington Sports Association's sealed reliability motorcycle run; open.

May 29-30, Newark, N. J.—New Jersey Motorcycle Club's 350 miles endurance run to Easton, Pa., and return; open.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

applied for it, is all the notice that is required? Is not this the procedure in your organization?

Mr. Sullivan: "The mere refusal to issue a card is all the notification anyone would get from the A. A. U. Perhaps we would put it in the papers to stop others from meeting him and disqualifying themselves."

Mr. Kelsey: "Refusal to issue amateur license could not always be construed as implying the applicant was a professional. It might be that applicant is under suspension, or undesirable in other ways. Refusal to issue amateur license to a professional is, however, sufficient notice, though it is manifestly fair that reasons should be given for the refusal."

High Price for Lampless Riders.

Figuring as the first victim of the new and stringent motorcycle ordinance in San Diego, Cal., a messenger boy, Danny Devine, has been fined \$10 for not carrying a light on his machine at night. The ordinance was in effect just a week and no arrests had been made under it, when Danny carelessly imperiled his dime novel money and crap game stake by riding down H street without a lamp. He was arrested and taken to police court where he pleaded guilty. Moved, perhaps, to leniency by the fact that Danny was but a messenger boy and had had the grace to admit his offense, kind hearted and sympathetic Judge Rutterbaugh placed the fine at \$10, which would indicate that serious offenders under the ordinance may expect more rigorous sentence, such as decapitation or boiling in oil.

NEWARK'S INSTALLMENT PLAN RACE

Five Teams Tied at End of Fifth Day—

Kramer-Fenn the Likely Winners—

Incidents of the Week.

Unless the very unexpected happens, the team of Frank L. Kramer and W. S. Fenn will win the 10 hours a day six days bicycle race that will finish in the First Regiment Armory, Newark, N. J., at 11 o'clock tonight (Saturday), February 12th. During the middle of the week the management announced that the race would be a seven days affair, concluding on Sunday, but this scheme has been withdrawn and the contest will come to an end tonight, as per the original schedule.

When the riders began their final day's plugging this afternoon, five teams were tied with 1,107 miles 4 laps: Kramer and Fenn, Lawrence and Moran, Pye and Hehir, Lawrence and Wiley, and the Bedell brothers comprised the leading division. In the second division, one lap behind the leaders, were the teams of Bardgett-Collins, Krebs-Anderson, Galvin-West, and Mitten-Rupprecht. Some of the teams comprising this second division may make a determined effort to regain the lost lap and place themselves with the leaders, but even if they can do so, it is not likely that such a procedure would have any great effect upon the finish.

Should the field remain the same tonight as when it started this morning, Kramer, Lawson, Hehir, John Bedell and Lawrence likely should be the riders called upon to do the final mile sprint to determine the winners of the first five prizes. There is every reason that Kramer should win. He defeated Lawson in their match race a week ago, and as Lawson now is suffering from a wrenched shoulder, Kramer has an advantage. Hehir may finish second, but it is more likely that he will come in third, with John Bedell fourth and Percy Lawrence fifth.

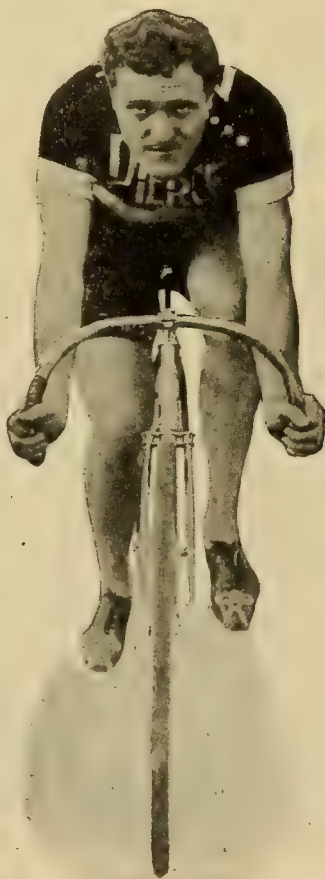
It is not probable that any of the riders will be able to retire upon the proceeds from the race, for it is not the big financial success that was expected. The crowds have been large all week, but the building has not been packed, which was necessary to make it a financial success, because of the limited seating capacity. The promoters made the mistake of charging 50 cents, 75 cents and \$1.00 for admission. The Newark "fan" has not been educated beyond 25 cents for general admission, which always has been the price for the great race meets at Vailsburg. It is not surprising, therefore, that they refused to pay double admission to witness a tedious installment-plan six days grind.

First Day—Monday.

In a frigid atmosphere that caused the spectators to stamp their feet and swing

their arms in an endeavor to keep up circulation, Newark's first installment plan six days bicycle race began precisely seven minutes past one o'clock Monday afternoon last, February 7th. Eleven teams were represented at the start, as follows:

1, Frank L. Kramer, East Orange, N. J., and 2, W. S. Fenn, Bristol, Conn.; 3, James F. Moran, Chelsea, Mass., and 4, Iver Lawson, Salt Lake City; 5, John Bedell, Newark, and 6, Menus Bedell, Newark; 7, Worth L. Mitten, Davenport, Iowa, and 8, Edward Rupprecht, Newark; 9, Patrick Hehir, Australia, and 10, Ernest A. Pye, Australia; 11, Fred C. West, San Francisco, and 12, J. Frank Galvin, New Milford, Conn.; 13, Nor-



FRANK L. KRAMER

man M. Anderson, Denmark, and 14, Floyd Krebs, Newark; 15, Elmer L. Collins, Lynn, Mass., and 16, Walter A. Bardgett, Buffalo, N. Y.; 17, George Wiley, Syracuse, N. Y., and 18, Percy O. Lawrence, San Francisco, Cal.; 19, Tommy Smith, Newark, and 20, Ben Hill, Newark; 21, Teddy Billington, Vailsburg, and 22, Charles H. Stein, Brooklyn.

The scene at the start did not resemble the annual New York grind in many particulars. It is true, the riders were lined up and photographed, but there was not the howling, surging mob that characterizes the New York grind, and besides it was daylight, whereas the New York race starts at midnight. As the Newark "fan" is the most educated race "bug" extant, there was not the necessity for an individual parade of teams, as the spectators were well acquainted with the riders. The team of Krebs and Anderson did execute a tour d'honneur, but that was because an association of which the former is a member came out in a body to speed Krebs on his

way and injected a little life into the starting proceedings by presenting him with a floral wreath. Anderson was adorned with a dinky little mustache he is carefully cultivating. After being lined up on the flat floor, Gabriel Abieneste, the veteran starter, fired the pistol, and with one lap to get in motion the race was under way. The riders who began for their teams were Fenn, Lawrence, West, Pye, Menus Bedell, Krebs, Bardgett, Stein, Mitten, Moran and Smith.

As the track is a bastard size, neither 10 nor 11 laps to the mile, measuring nine feet to the lap short of being a 10 lap saucer, the wonderful time of 2:03 for the first mile, does not under the magnifying glass of publicity appear so very wonderful after all. For the same reason neither can the performances of the riders be compared with any previous records. The officials, however, for the purpose of scoring, call the track ten laps to the mile, and announced that during the first 60 minutes of riding the field covered 24 miles. The doubtful honor of the first puncture went to Lawrence, who stopped with a flat tire after seven miles. Anderson had the first tumble, but as he fell covered his upper lip with his hand, and thereby saved his miniature devonivitches from being rubbed off as he slid down the boards.

The cold showed its effect upon the riders. The frigid weather had frozen up the pipes in the big armory and they could not be thawed out in time before the race started. The riders dressed warmly as possible under the circumstances, but several of them suffered just the same. Walter Bardgett was so cold that he nearly lost a lap, and Fenn was another rider who showed effects. The rider most affected by the cold, however, was Theodore Roosevelt Billington, who many, many years ago was known as "Teddy, the Pride of Vailsburg." Billington started in the race with a cold and the chilling atmosphere did not improve his condition. As the armory pipes began to thaw Billington's "pipes" started to freeze, and before long he had developed a case of tonsilitis.

Billington first flew the distress signal at 5:47 p. m., when he lost a lap in a sprint that was started by John Bedell. Fifteen minutes later he dropped three more laps, while the field was merely grinding out a hard steady pace. Stein upheld his end, but Billington had lost 16 laps by 8 o'clock in the evening. Later the field obligingly allowed them to pick up six of these lost laps, but between 9 and 10 o'clock it became apparent that Billington was too sick to continue. The team had covered 209 miles 5 laps, when it officially withdrew at 9:48 p. m.

There were several sprints throughout the evening which had the earmarks of genuine sprints, but evidently they were "feel-ers." The most portentous of the lot was set in motion by Lawson and Moran a few minutes before half past nine in the evening. Lawson jumped when he saw Moran coming to relieve him and opened a lead of

a quarter of a lap. Moran made his pick up from the top of the bank and the impetus gained in the descent was sufficient for him to increase the gap to one-half lap. By exchanging pace Hehir and Krebs managed to tack on behind the flying milkman and then the trio swapped off with one another. Moran had almost picked up one of the tail enders when Collins fell, and the sprinting was rendered useless.

Because of a spill the final mile for special prizes was not as interesting as might have been. The crowd expected Kramer to take part but he fell before the last mile started and sent Fenn to take his place. Krebs, Mitten, Lawson, Menus Bedell, Wiley, Smith, Pye, Fenn, Collins and West were on the track when the last mile started. At $3\frac{1}{2}$ laps from the finish Pye attempted to get through on the outside, but miscalculated the aperture, and Pye spilled on the boards. Just behind were Menus Bedell and Tommy Smith, and they went down, blocking the way for Fenn, who managed by the skin of his teeth to avoid a fall. That left West, Mitten, Lawson, Wiley, Collins and Fenn upon the track and they were split into two groups. West led the first section, with Mitten and Lawson close behind, the trio being 30 yards in advance of the others. Lawson made his bid two laps to go, or at least he thought so. After fighting West from the outside Lawson dropped back, thinking he still had another lap to go, while West finished a little ahead of Mitten. The latter also thought there was another lap to go and when West slowed after crossing the finish line, Mitten sprinted for all he was worth and did another lap. He put in a claim for the money but the judges decided otherwise. Wiley got fourth money. The ten teams were even at the ending of the first ten hours riding with 238 miles 8 laps.

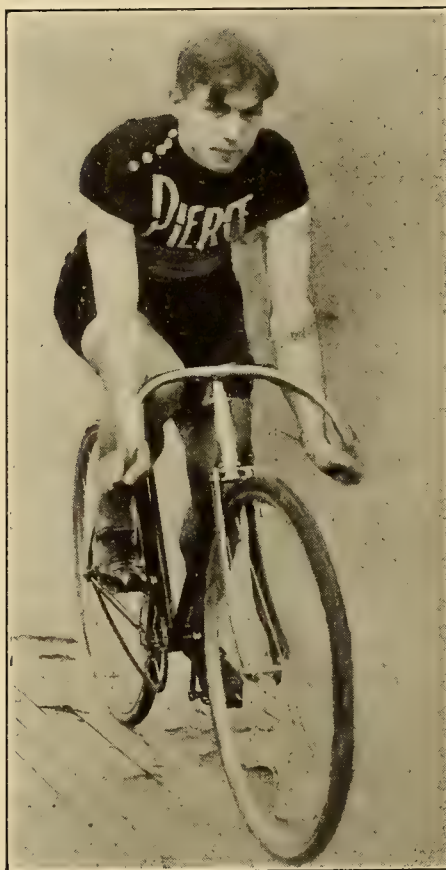
Second Day—Tuesday.

An unexpected break in the field, dividing it into two portions, occurred Tuesday night after a wild sprint started by the Lawson-Moran team and when it was all over after nearly 15 minutes of the hardest kind of riding, the teams of Lawson-Moran, Kramer-Fenn, Pye-Hehir, Bedell-Bedell and Lawrence-Wiley were tied for leading position. The remaining teams, with the exception of the Ben Hill-Tommy Smith combination, were one lap in the ruck.

The sprint started at 8:45 p. m. and lasted until 9 o'clock, Lawson being the aggressor. From all appearances it was a well concocted plan between three teams—Lawson-Moran, Kramer-Fenn and Pye-Hehir—to gain a lap upon the remainder of the field. Lawson started the trouble when he saw Moran coming out to relieve him, but he jumped so quickly that Fenn was shaken off and Lawson slowed up.

Lawson was still in front waiting for a chance to go when Moran, Kramer and Hehir decided to relieve their partners at the

same moment. Moran made a pretty pick-up and immediately set sail with Kramer and Hehir in wild pursuit. They broke away from the field, and the crowd, knowing that a determined effort to gain a lap was being made, yelled themselves hoarse. Percy Lawrence was quick to take in the situation and he flew around the maple saucer after the trio with the field scattered out behind, in a state bordering on demoralization. Moran set the pace for four laps, then gave way to Kramer, who tore out two laps at his best speed, when Moran again came to the front. At this juncture Lawrence had closed the gap and



WILLIAM S. FENN

given away to Wiley, while Hehir had dropped off to allow Pye to keep up the sprinting. At this time the four leaders had a half lap on the field, John Bedell and Mitten being the nearest to them, and exchanging pace in a desperate effort to overhaul the quartet.

The scene at the trackside rivalled the hardest jams that ever took place in the big grind at Madison Square Garden. Trainers were running back and forth, yelling hoarse cries to their riders, while others grabbed the relieved riders as they came off, and wiped their faces with towels and plied them with champagne, during the few seconds rest before they would be called upon to again go upon the track. Meanwhile the sprinting was in full progress upon the track and spurred on by the shouts of the spectators the riders whirled around the small bowl like projectiles.

Lawson and Fenn came out to relieve Moran and Kramer. Fenn was the first to pick up Kramer, and had opened a gap when Lawson took Moran's place. Lawson was slow in getting started and the others

were several yards in advance when he started to sprint. Just then Pye, seeing Hehir coming on to relieve him, slowed perceptibly, causing Lawson to check himself to avoid a collision. For an instant it seemed that Lawson would be shaken, but he uncorked one of the greatest sprints he ever made in his life and not only made up his lost ground, but went around the others and pulled them further away from the field.

The sprinting had been in progress more than five minutes when Kramer, Moran and Pye again came upon the track. Pye went to the front for two laps, relinquishing to Moran, who set such a heartbreaking pace that even Kramer was shaken off. He made up the distance, however, and the trio then began such a slashing jam that it appeared that every team upon the track except Lawrence and Wiley had been lapped. When the score went up, however, the Bedells were scored even with the leaders, although Mitten and Rupprecht, who kept with the Bedells all the way, were placed one lap behind with the teams of Collins and Bardgett, Anderson and Krebs, West and Galvin. Smith and Hill lost two laps in the melee.

The final mile sprint at 11 o'clock showed Lawson in good form, as he won easily by a well timed sprint two laps from the finish. Krebs essayed the task of pulling West, but when Lawson went around West could not hold the Salt Lake City flier or Percy Lawrence, who came in second. Menus Bedell was fourth. Fenn started for his team, but sat up after two laps. The score for the leaders at the ending of 20 hours was 456 miles 1 lap.

Third Day—Wednesday.

Although there were no laps gained or lost affecting the standing of the teams in either the first or second divisions, continued thrills marked Wednesday's installment of the grind. The change of hours from 3 p. m. until 1 a. m. kept the spectators out earlier than usual, but they were repaid for their wait by the most sensational finish so far when Patrick O'Sullivan Hehir, the Hibernian Australian, won the final mile sprint after a great battle with Fenn. The only lap gained was by the Hill-Smith team about 7 o'clock, but they lost it later in the evening.

Floyd Krebs was responsible for the big "jam" of the evening. The riders were on edge after Tommy Smith had gained a lap for the tail end team, when Krebs came on to relieve Anderson, and gained one-third lap before the others realized that his attempt was in earnest. Hehir and Moran, by exchanging pace, overhauled the "Flying Dutchman" after a long chase and it was thought this would end the sprinting. With the bunch still tired Menus Bedell was inoculated with the lap-gaining virus and he uncorked a vial of speed, with Fred West holding the stopper. Moran was again called upon to stop the flyaways, but he was tired from his pre-

vious efforts and could not arise to the occasion. Before anyone else decided to go after Menus Bedell and West, John Bedell had relieved his brother and with West hanging on like a leech the distance was increased to a half lap. Fenn appeared to be weakening, and although Kramer had just gone to his training quarters a hurried call was sent for him and Lawson, who was being patched up by the doctor, as the result of an earlier fall. He came upon the track with bandages flying.

Kramer took up the running for the nearly lapped field and after five laps of buzzing pulled the freight cars up to the runaway engine and tender. The sprint lasted for more than three miles, and during the mixup Smith-Hill were lapped, putting them again two laps behind the leaders.

Smith gained his lap unaided at 7 o'clock. His team already was two laps behind the leaders and when he jumped Galvin did not show any desire to go after him. He tried to shift the work to Hehir, but Hehir decided that Smith might as well gain his lap if he wanted to, which was what Tortoise Tommy did. He lost it later as described.

Lawson's injury was brought about in a hard fall following a sprint started by Rupprecht at half-past 4 o'clock. Rupprecht was only "kidding" the bunch, for he slowed and ran up the bank. Lawson followed, but could not back-pedal in time and ran against Rupprecht's rear wheel, causing him to fall and bring Ben Hill over him. Lawson wrenched his shoulder considerably and was in a bad way from then until the finish. Hill ran a three-inch splinter into his shoulder, which was removed by the track physician. One of the features of the early evening was the pretty ride of Walter Bardgett when he pulled the field up to John Bedell after the latter had made a jump and sprint that opened a gap of 50 yards.

Although he had been on the track most of the afternoon, Moran came out for the final mile and there was a general scramble to tack on behind the "bell cow." By pushing West off with his arm, Hehir managed to get the coveted position. Moran jumped right out at the pistol shot for the last mile and set such a grinding pace that some of the others had trouble in hanging on. He turned Hehir loose at the bell, but the Australian was immediately challenged by Fenn. The latter cut down on Hehir at the turn, but the Australian has learned some of the tricks of rough riding and came back with a switch that carried Fenn high on the track and broke his stride. After that it was plain sailing for Hehir, but Fenn made a strong ride and finished a close second. Krebs took third money and West was fourth.

The standing of the teams at the ending of 30 hours' riding was: Pye-Hehir, Kramer-Fenn, Lawson-Moran, Bedell-Bedell and Lawrence-Wiley tied with 680 miles 7 laps. West-Galvin, Krebs-Anderson, Mitten-Rup-

precht, and Collins-Bardgett tied with 680 miles 6 laps. Smith-Hill, 680 miles 5 laps.

Fourth Day.—Thursday.

Several short sprints, none of which proved effective in gaining laps, however, enlivened the monotony of Thursday's instalment of the grind. The stir of the day was created by Walter Bardgett about 9 o'clock in the evening, when Kramer and Lawson were off the track. With Hehir on his rear wheel, Bardgett jumped and in a twinkling they had gained 50 yards on the field, Fenn heading the second division. By the hardest kind of riding Fenn managed to pull Moran and Lawrence up. A little later Fenn again was called upon to get Anderson, Hehir and Lawrence. Several other riders also made ineffectual attempts to steal away.

After a rest of a half hour Kramer came on to relieve Fenn, and Bardgett immediately started another heartbreaking jam, that lasted for three laps. When Bardgett slowed down Krebs decided he wanted to lap the field, but Kramer was watchful and nailed the Newark German. Then Ben Hill got away, due to the generosity of Bardgett, and Hill relieved him in time to gain a lap and place themselves even with the second division. Later in the evening Krebs made an attempt to gain a lap, but was brought back after some fast riding by Kramer. The standing at the ending of the 40th hour was:

Pye-Hehir, Kramer-Fenn, Lawson-Moran, Bedell-Bedell, Lawrence-Wiley, 895 miles 2 laps; Krebs-Anderson, Collins-Bardgett, Mitten-Rupprecht, West-Galvin and Smith-Hill, 895 miles 1 lap.

When the final mile started Elmer Collins was setting the pace, with Menus Bedell, Krebs, West, Hehir and Lawrence in the order named. Fenn and Moran started, but quit in the third lap. Collins soon faded and Menus Bedell set the pace for three laps, leaving Krebs in front of West at three laps to go. Hehir was in third position, Lawrence fourth and Rupprecht fifth. Coming into the bell lap Krebs dropped down, giving West a clear path. Hehir, however, made a pretty jump past West and won easily by a couple of lengths, while West barely got the decision over Lawrence for second money.

Gingery Indoor Sport at Buffalo.

Plenty of excitement marked the bicycle races at the sixty-fifth Regiment armory, Buffalo, N. Y., last Friday night, 4th inst., with finishes in every event close enough to bring the spectators to their feet. A large crowd witnessed the racing. Joseph Scheider, a member of the Central Y. M. C. A., was the particular star of the evening, winning both open events.

The two miles lap race took rank as the most exciting event. To the great surprise of the crowd Scheider defeated Fred Schudt in the first qualifying heat by six points. H. C. Becker was the other qualifier. In the second heat Krushel, J. M.

Tanner and Hoover finished in the order named, the third heat putting Arenz, Delling and Joe Tanner into the final. The final heat showed Scheider to be a very much improved rider since last year. He was the "bear cat" of the race and had the crowd howling when he took the measure of the other cracks. He won by 21 points over Arenz, J. M. Tanner being third and Hoover fourth. Krushel fell after making a splendid ride.

In the two miles handicap Scheider was allotted 20 yards handicap, but he did not require it. He won handily in 4:40, from G. Hctor, one of the long markers. J. M. Tanner finished third from scratch. The novice race went to Joseph Zoller, a likely youngster. A. J. Kolpl finished second. The summaries:

One mile novice—First heat won by A. J. Kolpl; second, Leonard J. Roth, Jr.; third, John Pfrang. Time, 2:35½. Second heat won by Joseph Zoller; second, J. S. Schmidt; third, William Link. Time, 2:44. Third heat won by Henry E. Simon; second, Arthur Dethloff; third, F. V. Weber. Time, 2:39½. Fourth heat won by F. A. Hctor; second, Albert Striebich; third, J. C. Souter. Time, 2:51. Final heat won by Zoller; second, Kolpl; third, Dethloff. Time, 2:38.

Two miles lap—First heat won by Joseph Scheider, 60 points; second, Fred Schudt, 54 points; third, H. G. Becker, 31 points. Time, 4:45½. Second heat won by Albert Krushel, 65 points; second, J. M. Tanner, 57 points; third, R. J. Hoover, 34 points. Time, 4:42½. Third heat won by E. C. Arenz, 53 points; second, Edward Delling, 50 points; third, Joseph Tanner, 22 points. Time, 4:24½. Third heat won by Scheider, 55 points; second, Arenz, 34 points; third, J. M. Tanner, 28 points; fourth, Hoover, 20 points. Time, 4:40½.

Two miles handicap—First heat won by G. Hctor (175); second, John Ruch (190); third, Joe Tanner (50). Time, 4:40¾. Second heat won by Charles C. Troidl (140); second, Leslie Wilcox (170); third, F. V. Weber (180). Time, 4:41. Third heat won by Ed Dethloff (40); J. M. Tanner (scratch); third, Joseph Scheider (20). Time, 4:43. Fourth heat won by Al Krushel (20); second, E. P. Young (50); third, F. C. Arenz (scratch). Time, 4:40. Final heat won by Scheider; second, Hctor; third, J. M. Tanner; fourth, F. P. Scott. Time, 4:40.

Detroit Motorcyclists Re-elect Hunter.

Roy M. Hunter was re-elected president of the Detroit (Mich.) Motorcycle Club for the ensuing year at the annual election of officers this week. The other officers chosen were John B. Trossel, first vice-president; Henry D. Purinton, second vice-president; Leo W. Banker, secretary; Fred Kircerer, treasurer; James H. Butler, sergeant-at-arms; Charles H. Drude, tour captain. The board of directors consists of the officers and William Wanderssee and A. L. De Volt.

PACED RACE WAS FEATURE EVENT

**Kramer Defeats Lawson in Straight Heats,
but It was the Collins-Moran Match
that Aroused the Crowd.**

That Newark (N. J.) "fans" appreciate indoor bicycle racing almost as well as they do summer meets at the velodrome, was attested last Saturday night, 5th inst., when between 3,000 and 4,000 persons congregated at the First Regiment Armory building to witness the curtain-raising meet to the six days race. All the races were full of ginger, and the motor paced contest between Elmer L. Collins, of Lynn, and James F. Moran, of Chelsea, had the crowd in an uproar from start to finish. In his match against Iver Lawson, Frank L. Kramer defeated him, just as he was expected to do.

Although the Kramer-Lawson match was expected to prove the feature, the motor paced battle between Collins and Moran really was the piece de resistance of the bill. The riders started from opposite sides of the track and for two miles neither gained any advantage. Then Moran began to gain on the Lynn rider until he had him nearly sighted, but Collins called to Turville for more speed, and at five miles they were relatively even again. In the latter stages of the race Moran, who was not riding as prettily as his opponent, began to tire, and Collins gained rapidly. At three laps to go Collins was trailing Moran for a lead of a half lap. Just as the bell clanged for the last lap a dramatic incident brought the spectators to their feet. Collins lost his pace, and Moran, seeing his advantage, tried hard to make up the distance. Collins, however, made a beautiful pickup and beat his man to the tape by less than 40 yards. The time for ten miles was 15:27½, which was very fast for a track measuring about eleven laps to the mile.

Although it required only two heats for the Kramer-Lawson match, Kramer did not have time to read any serial stories while on his wheel. In the first heat, which was at one-half mile, Lawson took the lead and began to unwind rapidly, figuring that he had a chance to defeat Kramer from the front. Turning into the stretch for the bell lap Kramer humped his back and came abreast of Lawson. The Swede saw him coming and gave battle as the Iver Lawson of old. The last lap was a cracker, with Lawson just a shade nearly all the way. Kramer won in the homestretch, but the margin of victory was so close that it brought the crowd to their feet.

In the second heat Lawson changed his tactics, allowing Kramer to set the pace until the seventh lap, when he made his bid. Kramer was prepared for it, however, and the big armory building was a pandemonium of noise as the pair of war-

riors streaked it around the narrow saucer shoulder to shoulder. Kramer evidently was worried for he switched the Swede a trifle in the last turn, but as it apparently was unintentional, there was no protest. Kramer won by inches, the time for the mile being 2:35.

A field of 18 riders started in the five miles professional scratch, Kramer and Lawson being the only absentees. There was not much exciting until 3½ miles had been covered, when John and Menus Bedell, Percy Lawrence and Patrick Hehir went down with a crash on the Dickerson street side of the track. Fortunately not one of them was injured. W. S. Fenn, the team-mate of Kramer in the six days, won easily after a long hard pull from Ernest A. Pye. Peter Drobach displayed good judgment and finished second, with Fred G. West third and Pye fourth, the last-named also getting the lap prize. The time was announced as 10:25.

It required three trial heats and a final to decide the half mile professional handicap, which George Guthrie Cameron won with an allowance of 60 yards. Percy Lawrence (50 yards) finished second, Fenn was third from scratch, and Krebs fourth. The time was 51¼ seconds.

Two amateur events completed the card. William Wehner, of Harrison, N. J., put up a strong ride in the half-mile handicap and won easily. John Brennan, of the National Turn Verein Wheelmen, was second; Victor Anderson, of New York, third. In the three miles open the National Turners almost swept the boards. Jacob Magin, the fastest rider of that organization, came in first, and John Brennan second. Victor Anderson was third, while William Morton captured the lap prize. The summaries:

One-half mile handicap, amateur—First heat won by Harry Dauber, Bay View W. (70); second, Jacob Magin, National T. V. W. (scratch). Time, 0:59. Second heat won by Otto Brandes, Columbia W. (60); second, Ernest Jokus, N. T. V. W. (5); third, William Wehner, Harrison (35). Time, 1:15. Third heat won by John Brennan, N. T. V. W. (10); second, Albert Hoffmann, Bay View W. (45); third, Victor Anderson, New York (25). Time, 0:57½. Final heat won by Wehner; second, Brennan; third, Anderson. Time, 0:56½.

One-half mile handicap, professional—First heat won by W. S. Fenn, Bristol, Conn. (scratch); second, Floyd Krebs, Newark (20); third, Menus Bedell, Newark. (25). Time, 0:56½. Second heat won by Teddy Billington, Vailsburg (45); second, W. L. Mitten, Davenport, Iowa (35); third, Al Treibel, Newark (65). Time, 0:52½. Third heat won by George G. Cameron, New York City (60); second, Percy Lawrence, San Francisco (50); third, Charles H. Stein, Brooklyn, (40). Time, 0:52½. Final heat won by Cameron; second, Lawrence; third, Fenn; fourth, Krebs. Time, 0:51¼.

Professional match between Frank L. Kramer, East Orange, N. J., and Iver Law-

son, Salt Lake City. First heat (one-half mile), won by Kramer. Time, 1:12½. Second heat (one mile) and match won by Kramer. Time, 2:35.

Three miles scratch, amateur, one mile trial heats—First heat won by John Brennan, National T. V. W.; second, Jacob Magin, National T. V. W.; third, George Lazzi, Bay View W. Time, 2:10. Second heat won by Ernest Jokus, Bay View W.; second, Joseph Reeber, Bay View W.; third, John Kaufman, Bay View W. Time, 2:28½. Third heat won by Victor Anderson, New York City; second, William Morton, National T. V. W.; third, Otto Brandes, Columbia W. Time, 2:06½. Final heat won by Magin; second, Brennan; third, Anderson. Time, 6:40½. Lap prize winner, William Morton.

Ten miles motor paced match, professional—Won by Elmer L. Collins, Lynn, Mass.; second, James F. Moran, Chelsea, Mass. Time, 15:27½.

Five miles scratch, professional—Won by W. S. Fenn, Bristol, Conn.; second, Peter Drobach, South Boston, Mass.; third, Fred G. West, San Francisco; fourth, Ernest A. Pye, Australia. Time, 10:25. Lap prize winner, E. A. Pye.

"Little Six Days" Race for Buffalo.

Although its 24 hours race did not prove a financial success, Buffalo, N. Y., intends to tackle the six days game. Promoters in that city have advertised a 12 hours a day six days race to take place from February 28th to March 5th, inclusive.

The riding hours each day will be from 1 p. m. to 1 a. m., and the teams already have been engaged, according to Buffalo advices. The race will take place at the Broadway arsenal, and the size of the track will be 10 laps to the mile. The six days race will be preceded by a card of sprint and paced races Saturday night, February 26th.

According to the Buffalo promoters the teams that have been engaged are as follows:

Iver Lawson, Salt Lake City; and James F. Moran, Chelsea, Mass.; E. F. Root, Melrose, Mass., and Joe Fogler, Brooklyn; Frank L. Kramer, East Orange, N. J., and Fred Hill, Boston; John Bedell and Menus Bedell, Newark; Charles Stein, Brooklyn, and Fred West, San Francisco; George Wiley, Syracuse, and Percy O. Lawrence, San Francisco; Ernest A. Pye, and Patrick O. Hehir, Australia; Peter Drobach, South Boston, and Walter De Mara, San Francisco; W. L. Mitten, Davenport, Ia., and Edward Rupprecht, Newark; Saxon Williams and Walter A. Bardgett, Buffalo.

Joe Fogler Now a Benedict.

Joe Fogler, the famous Brooklyn professional all-around rider, became a benedict on Tuesday last, 8th inst. The ceremony took place in Brooklyn at the home of the bride, Miss Ida Miller, whom Fogler has known for a great many years. Mr. and Mrs. Fogler went to Niagara Falls for a brief trip.

GASOLINE ENGINES OF THE FUTURE

Wide Range of Possible Development—
Opinions of Some Eminent Engineers
Who Point Out Desirabilities.

Like the long haired and bespectacled scientists who gaze prophetically into the future and see in their mind's eye, centuries hence, a time when human beings will gather nitrogen out of the air to restore the exhausted supply of the ground, and who are able to state positively that new and as yet unknown chemical elements will be discovered to fill in the vacant places which await them in the chemical spectrum and indicate their existence, so also are there students of mechanical matters who are able to see into the far future in a hazy way and to indicate changes that are to come and new developments that will evolve in power machinery and other mechanisms. Without themselves taking the role of inventors, these men point the way of progress, and the type of engine used on motorcycles has not escaped their attention.

Something over a year ago Professor William H. Kennerson, head of the engineering department of Brown University, in the course of a lecture propounded the idea that the present type of engine is not calculated to endure, and that it ultimately will be supplanted by newer types which the coming years will bring out. In order to secure a more even turning and a more sustained impulse back of the piston, he suggested that a practical abandonment of the present style of construction will be necessary. Coming from so experienced and scientific an authority, his opinion was sufficiently radical to cause some stir among the designers of engines.

While the present engines are the highest types that have attained to commercial production, the designers themselves are keeping a watchful eye on all of the many new ideas that are suggested, relating to the gasoline engines, and stand ready to adopt them as soon as their merit is proved. Recently a number of gasoline engine designers, several of them men of eminence, were asked to give their opinion of Professor Kennerson's comment, and their replies plainly show that there is no lack of progressive thought on their part and that they are looking carefully into the virtues of the changes that are proposed as means for obtaining more efficient engines. These opinions, naturally, are of interest and value.

To do away with the back and forward movement of a piston in a cylinder long has been an ambition of engine designers, and the result has been attained in the turbine, which in principle is something on the order of a mill wheel or water wheel with blades against which a jet of steam or gas impinges, making the wheel or shaft with its blades revolve very rapidly. It has been

objected to the turbine that it does not use the "expansive" force and only the "impinging" or the "momentum" force of the gas or steam, while in the piston type engines the piston is driven outward by the expansion that takes place inside the cylinder. In turbines using steam, however, some degree of expansive as well as impinging force has been attained, and with very large turbines such superior results have been brought about as to excel the best types of reciprocating engines of high capacity. Gas turbines so far have by no means met with the same success, as the problem of supplying a steady flow of high pressure gas to the turbine has not yet been satisfactorily worked out, and with steam turbines it is only the very large units, of thousands of horsepower, that have proved advantageous over the reciprocating type, which require the backward and forward moving of a piston in a cylinder. Therefore the prospect of turbines being applied to motorcycles is exceedingly remote, although existing as an ultimate possibility.

"Of course, it is a very obvious assertion," says a Western designer, "for Professor Kennerson to say that present types will not endure and that there is not being realized the total amount of heat energy available. It is applicable also to the highest type of reciprocating steam engine and also the steam turbine. For one in the days of Watt or Stevenson to have made the assertion that the present day locomotives were a possibility would have been thought little short of heresy. Also as the present day locomotive reached its high type of efficiency in operation, the greatly increased efficiency of the turbine was not thought possible. Therefore it is plainly evident that any assertion such as Professor Kennerson makes, that a new type of internal combustion engine must be developed in order to obtain the greatest amount of thermal efficiency and service, is only following up the actual course which mechanics of this character have taken from the beginning.

"In such an age as to-day, when science is leaping forward in such gigantic strides, it is entirely possible that the gas turbine may be successfully developed. The four-cycle gas engines have more than likely reached the highest efficiency obtainable in the four-cycle principles as it is known to us. Therefore, the various changes and variations in cycle practice which are being worked out and pushed by one man and another may greatly revolutionize the gas engine industry and approach more nearly the maximum point of efficiency which, no doubt, Professor Kennerson had in mind.

"There are a great many theories being presented and a great many schemes being worked upon to-day which are so complicated and involve so many more working parts than the usual gas engine practice permits and are so uneconomical, that they can scarcely be considered as likely to cre-

ate a very great stir in the gas engine world.

"Valves and valve action have been the subject of much experiment and attempts at improvement over the customary poppet or mushroom type. Sliding valves and rotating valves have been tried to some extent in the larger sizes of gasoline engines, and one type has been built with the piston moving inside of sleeves contained in the cylinder, the sleeves themselves moving in opposite directions and operating as valves when the holes in the two sleeves register.

"I frankly admit," says a designer who is known to have given gas engines both practical improvements and an immense amount of theoretical study, "that the poppet valve is not ideal by any means, nor am I convinced that the slide valve is without its disadvantages. It might be well to analyze briefly the shortcomings of the poppet valve type of engine.

"Let us consider its low thermal efficiency, inadequate port area, wire drawing, noise from tappets, valves, etc., multiplicity of parts and high manufacturing cost. Theoretically and practically the slide valve engine has a higher thermal efficiency than the T-head or L-shaped poppet valve cylinder, but it is not better than a motor with valves in the head.

"The slide valve lends itself admirably to large port areas, quick opening and closing, and hence reduction of wire drawing, and the advantages to be obtained from sustained high torque at high speed. In its present commercial form, however, it is somewhat susceptible to derangement and is therefore likely not only to become noisy in a comparatively short space of time, but to be actually dangerous in the hands of the inexperienced or careless.

"There are thousands of poppet valve motors in operation today which run almost inaudibly and their valve mechanism is rugged, durable and automatically takes care of itself. As regards multiplicity of parts and manufacturing cost, the slide valve engine as it exists today seems to possess no advantage over the poppet valve type and, on the whole, it is difficult to comprehend that its advocates should hope to see it supersede our old-time friend."

Although it has been frequently suggested in the past, it is only very recently that two-cycle motors have given promise of being applied to motorcycle service. The two-cycle differs from the conventional four-cycle motor in that there is an explosion inside the cylinder at every revolution instead of at every alternate revolution. While the four-cycle has four steps or stages in its cycle or round of operation, including a suction stroke, an explosion or "working" stroke, and an exhaust stroke, the two-cycle has but two steps to make its complete cycle. On the down stroke the two-cycle motor is exploding at the start, is exhausting just before the finish of the stroke, and at the finish is still exhausting and at the same time receiving

fresh gas, which is admitted to the cylinder under pressure from crank case compression and which drives out the remainder of the exhaust gases. On the up stroke the fresh gas is compressed, and the motor is ready to commence its cycle of operations on the down stroke again, starting with the firing of the mixture.

Not speaking strictly of motorcycle engines, but referring to Professor Kenner's views, a veteran engine designer who has devised many two-cycle and four-cycle motors expresses the opinion that two-cycle motors are a coming type where air cooling is employed, as in motorcycle practice.

"The four-cycle motor," he says, "is not well adapted to air cooling. Its valves must be at the head end and so are exposed to all the heat there is. They must have pockets, and these tend to make the cylinder warp out of cylinder truth. This is true to some extent even when the valves are in the heads. The two-cycle does not have these troubles, and so is better adapted to air cooling than the four.

"I know that this is contrary to common opinion," he continues, "but I believe it is capable of demonstration. The reason seems to be that while the two-cycle fires twice as often, its charges are not quite so large and it holds the hot gases at about 120 degrees, whereas the four-cycle engine fires charges of practically piston displacement volume and holds the hot gases at 360 degrees. The cylinder walls and head are cylindrical and can be machined inside and out to an even thickness conducive to symmetrical expansion and consequent perfect fit of rings, no matter whether hot or cold. It is my belief that what will finally come is not so much a new type of engine as a fitting of the old type of engine to the new needs. This will really be a new engine, but not a new type."

Not the least important of the attempts that have been made for perfecting the two-cycle motor to a form that would not require a preliminary compression of the gases in the crank case is the use of "concentric pistons," which are also proposed for "compound" or double expansion motors. Such a piston, instead of being the same diameter at top and bottom, is shaped with a portion of the bottom part much larger across than the top, like a small round can placed on the top of a larger round can. The cylinder, of course, has to be wide bore at the bottom, for the length that the big diameter of the piston travels, and small bore at the top, where the small part of the piston has its movement.

With this conception it will be seen that while the upper portions of the piston and cylinder are just like those in the ordinary engine, and perform their work like a regular piston and cylinder, the lower part of the piston operates in what is practically a separate chamber of its own, composed of the lower part of the cylinder. This chamber or cylinder space, with the large part of the piston traveling back and forth

in it, may be used either as a compressor for the mixture before it is sent to the upper or "working" part of the cylinder or may be used like a separate cylinder to work on exhaust gases from other cylinders, in the same manner that in a "double expansion" steam engine the steam, after being exhausted out of a small cylinder, is sent into a larger second cylinder to perform further work or expansion before being released into the open air or into the condenser.

A technical man for one of the big companies whose product incorporates gasolene engines of the vehicular type, indicates that the possibilities presented by the concentric piston idea are being given more than ordinary thought. He says in part:

"Though Professor Kennerson's criticism

Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

MORGAN & WRIGHT
DETROIT

is rather sweeping, it contains much that is true, and we have no doubt that the professor's hope for improved types will be realized, at least in part. In our opinion the concentric piston idea constitutes a step in the desired direction, especially when the idea is utilized in double-acting motors, in which, under proper conditions, there will be a purer mixture on account of more scavenging; and expansion speed greater than that of the plain piston alone; an expansion to lower limits, with consequent lower exhaust pressure, and a maximum volume with minimum wall surface."

To do away with the troubles of a carburetter and to insure the right proportions of gasolene and air at all speeds, some designers go to the extent of dispensing with the carburetter altogether and substituting "fuel injection." With engines of this type the suction stroke admits plain air, instead of a mixture of fuel and air. Just before the engine is ready to fire, a little pump squirts a pre-determined quantity of fuel into the hot cylinder in a fine spray, the pump acting automatically before each working stroke of the engine.

Another line of effort is for a perfect "scavenging" of the cylinder, which means an entire cleaning out of the used or exhaust gases, so that before the firing the cylinder will have a charge of completely fresh mixture, unadulterated by left-over exhaust.

"The present type of four-cycle engine is a pretty good piece of mechanism," says one expert, "and whether it will be changed radically in the next few years is open to question. But there is large scope for further improvement along the line of greater power for the same piston displacement, and greater economy. This may be attained by fuel injection, admitting of much higher compression, or it may be attained by forcing in the charge on what is now the suction stroke. Radical improvements, however, will come slowly."

Another champion of the four-cycle, who fails to be seriously impressed with some of the more radical theories, declares that it is by all means the proper type for small engines. He bases his opinion on the fact that it is possible with proper construction to make engines which develop in the cylinder all the heat which the walls, valve ports and pistons can look after; in other words, the capacity of the engine is limited by their heat radiating power.

"The trend of improvement in the motors," he maintains, is entirely in the line of more efficient valve motion, and the admission and exhaust of proper quantities of fuel at the speeds desired, and looking after the heat. It has been found with the engines that we cannot use the highest compression possible owing to our not being able to look after the heat properly."

In general it is recognized that radical departures from present design will develop and will be accepted very slowly. The majority of the engineering opinions emphasize this point.

"Any new type of motor," as one engineer puts it, "no matter how seemingly successful it may be, will require years of development to put it in the same state as the present four-cycle motor, taking everything into consideration, such as reliability, life, wear, flexibility, etc. Without question the present motor has its limitations. We believe it is developed to quite a thorough extent to-day, and further development will be pretty slow with the standard type of motor, and yet we think that it will continue to be principally used for quite a long time."

"I doubt very much," states another, whether any other cycle can be developed that will give much higher efficiency than the four-cycle does at the present time, without the introduction of complications which will mitigate against the reliability of such a gain in efficiency. A steam locomotive is not built in the most efficient manner for the service it is called upon to perform, yet in the past fifty years there have been slight changes made in its general design. I therefore feel that the present form of internal combustion motor will follow along the same lines."

F. A. M. DOOR WILL BE OPENED WIDE

No Longer to be Restricted to Motorcyclists—Board of Directors to Supersede Executive Committee—Other Features of the New Constitution.

Ten days previous to the next annual meeting of the Federation of American Motorcyclists, which will occur between June 15 and September 15 next, the door will be thrown wide open and thereafter it will not be necessary to have been a motorcyclist or to own a motorcycle to be eligible to membership, and on the same date the Executive Committee, comprising the three national officers and the four district vice-presidents, in which at present is vested the management of the organization, will cease to exist; after a hiatus of ten days, it will be succeeded by a Board of Directors composed of nine members.

The board will consist of the president, the two preceding ex-presidents and six members at large, two of whom will serve for three years, two for two years and two for one year. By this process there always will be in harness at least four men with previous experience and knowledge of affairs, which is a very desirable situation. This make-up of the board eliminates the district vice-presidents from the national affairs unless they happen to be elected directors. The president himself will become little more than a presiding officer, as, after the next election, he can do little, if anything, without the direction or consent by mail vote of the directors.

This new order of things was provided for at the special meeting of the F. A. M. held for the purpose in Chicago on Thursday last, 10th inst., when the revised constitution was presented, and, after some "tuning-up," adopted.

Other than the elimination of the present qualification for membership and the substitution of a board of directors for the executive committee, the changes effected do not greatly alter the existing conditions. Among the more important details is one permitting the president to enlarge the standing committees to any number of members he may desire; another permitting the offices of secretary and treasurer to be filled by one person, and another requiring bonds and reports not only from all officers handling F. A. M. funds but from committees also. The Districts will elect one new official, a vice-chairman.

The annual meeting henceforth will be styled the National Assembly, but will be open to all members as heretofore. As first adopted, it provided for "members or delegates," but when the trouble-inviting confiction was pointed out by a late-comer to the meeting the subject was reconsidered and the words "or delegates" were stricken out. An effort was made to have the Assembly made up of delegates elected

from the various States but it proved unavailing.

About 40 members, which number gradually dwindled to a bare quorum of 25, attended the meeting at which the new regulations were adopted and which voted to have them become effective ten days previous to the next annual meeting. The hiatus that will result apparently was not realized.

President Willis occupied the chair at the meeting, but neither Secretary Cook nor any other of the national officers were in attendance. The president looked and acted so naturally that few would have suspected that having brought himself to imagine that criticism is a "crime," or lese majesty, he for several days and nights previous had devoted himself to the weaving of a gag for F. A. M. members from wool spun in a New York doctor's shop, although too wise to join a couple of men from Pennsylvania, bent on building as fine a case as ever enmeshed men, corporations or organizations, or their respective properties, in the laws that deal with conspiracies and boycotts.

The new constitution and bylaws as finally adopted are as follows:

CONSTITUTION.**Article I.**

Section 1. The title of this organization shall be the Federation of American Motorcyclists.

Sec. 2. Its objects shall be to encourage the use of motorcycles and to promote the general interests of motorcycling; to ascertain, defend and protect the rights of motorcyclists; to facilitate touring; to assist in the good roads movement, and to govern and administer the sport of motorcycle racing and other competitions in which motorcycles engage.

Article II.**Membership.**

Section 1. Any white person over sixteen years of age, of good character, and who has complied with the by-laws of the F. A. M. relating to applications for membership, shall be eligible to membership.

Sec. 2. Honorary membership may be conferred by a majority vote of the National Assembly of the F. A. M. upon any person who has distinguished himself or rendered unusual services in the promotion of motorcycling.

Article III.**The National Assembly.**

Section 1. There shall be held between June 15th and September 15th of each year a National Assembly of members of the F. A. M., at such place and time as the Board of Directors may decide upon, and not less than sixty nor more than ninety days' notice of such meeting and the hour and place to be held shall be given. Announcement of such meeting in the recognized motorcycle journals shall be considered as sufficient notice to all members. Fifty members personally present shall constitute a quorum.

Sec. 2. The National Assembly, when in session, exercises the whole power and authority of the F. A. M., except as restrained by this Constitution and the by-laws of the F. A. M.

Article IV.

Section 1. For convenience of government this Federation shall be subdivided in-

to four districts, which shall be styled Eastern, Southern, Western and Pacific districts, respectively.

Sec. 2. The Eastern district shall comprise the New England States and New York, New Jersey, Pennsylvania and Delaware.

Sec. 3. The Southern district shall comprise the States of Maryland, Virginia, West Virginia, Kentucky, Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas and the District of Columbia.

Sec. 4. The Western district shall comprise the States of Ohio, Indiana, Michigan, Illinois, Wisconsin, Minnesota, Iowa, Nebraska, South Dakota, North Dakota, Kansas, Montana, Wyoming, Colorado, New Mexico, Oklahoma and Indian Territory.

Sec. 5. The Pacific district shall comprise the States of Washington, Oregon, California, Nevada, Idaho, Utah and Arizona.

Article V.

Section 1. The officers of the Federation shall be a President, a Vice-President for each of the four districts, a Secretary and a Treasurer, who shall be elected for a period of one year. The governing body of the F. A. M. shall be six directors, who, together with the two living preceding ex-presidents and the President, shall constitute the Board of Directors.

Sec. 2. The office of Secretary and Treasurer may be filled by one person on the majority vote of the National Assembly.

Sec. 3. The National officers shall be elected by ballot at the annual meeting of the National Assembly—the President, the four Vice-Presidents, one from each district, the Secretary and Treasurer, for the term of one year, and the six Directors for a term of three years and until their respective successors have been severally elected and have accepted their offices.

Note.—At the first election after this Constitution has been adopted the two Directors receiving the highest number of votes shall serve for three years, the two next highest two years, the next two one year. At each annual election thereafter two Directors shall be elected to serve for a period of three years.

Sec. 4. The candidate for any national office who has received the highest number of ballots cast shall be declared elected, and his term of office shall begin ten days after the date of said election, and upon being duly qualified.

Sec. 5. The President of the F. A. M. shall be the chief executive officer of the F. A. M. and the presiding officer of the National Assembly. He shall manage the affairs of the F. A. M., but subject always to this Constitution, the by-laws of the F. A. M., the resolutions of the National Assembly and those of the Board of Directors.

Sec. 6. There shall be the following National Committees, consisting of six members each, one member of each of which must be a Director, to be appointed by the President, who shall also appoint the Chairman of each Committee. All such appointments shall be for the remainder of the current Presidential term, and shall be subject to the approval of the Board of Directors when duly convened. The President may appoint additional members to serve on any National Committee. Said Committees must be appointed within sixty days after the President has qualified, but, if the President fails to appoint these Committees, the Board of Directors shall do so. These Committees shall be known as:

Membership.

Legal Action.

Competition.

Highway Improvement.

Tours and Hotels.
Transportation and Facilities.
Press.

Sec. 7. The President shall appoint the Director who is to serve on each National Committee, and the chairman of each National Committee. The President may appoint additional members to serve on any National Committee. All such appointments shall be for the remainder of the current presidential term and shall be subject to the approval of the Board of Directors when duly convened.

Article VI.

Section 1. This Constitution may be altered or amended by a two-thirds vote of the members present at any regular meeting, or at any special meeting called for the purpose. In cases of extreme necessity, as determined by a majority of the Board of Directors, a mail vote of the Assembly may be taken and a three-fourths vote of all votes cast shall be required for adoption of proposed amendments.

Notice of all proposed amendments shall be given thirty days in advance of such meeting, of said mail vote.

Notice of proposed change in the Constitution published in recognized motorcycle trade journals shall be considered sufficient notice.

BY-LAWS.

Article I.

Application for Membership.

Section 1. All applications shall be endorsed by at least two members of the Federation, or by two reputable citizens of the town in which the applicant may reside; and may be addressed to the National Secretary or the district Vice-President, and shall be accompanied by an initiation fee of \$1 and the membership fee of \$1 per annum, all money to be transmitted by the National Secretary to the National Treasurer on the first day of each month after its receipt.

Sec. 2. An application for membership in the F. A. M. may be presented to the Vice-President of the F. A. M. in whose district the applicant resides, and all such applications shall immediately be forwarded by the Vice-President to the National Secretary, together with the entrance fees.

Sec. 3. Any regularly organized motorcycle club having an active membership of not less than fifteen members may become known as an affiliated club of the F. A. M. by enrolling and keeping enrolled in the national organization at least seventy-five per cent. of its membership, a certified copy of such affiliated club's membership roll to be forwarded after its annual meeting each year, to the National Secretary of the F. A. M. in order that such affiliation may be maintained. In consideration thereof the F. A. M. initiation fee for each individual member of such club shall be waived, provided that such individual applications for membership shall be certified by the Secretary of the club of which the applicant is a member.

Sec. 4. The Directors may make such regulations as they may deem desirable for publishing the name and address of each new applicant for membership.

Article II.

Section 1. Membership shall begin on the date borne by the membership card issued by the National Secretary.

Sec. 2. Any person who is not a member of the F. A. M. desiring to engage in any competition events sanctioned by the F. A. M. may, upon the payment of \$2 to the official referee, be considered as an F. A. M. member for 15 days. The referee shall

give a receipt for such application and forward the application, together with the membership fee, to the chairman of the Competition Committee, who in turn shall forward same to the National Secretary. Receipts given by the referee at any race meet are not to be recognized after 15 days from date of same, it being understood that after such time the person making payment to the referee shall either receive a regular membership card or his membership be rejected.

Sec. 3. Members shall be assigned to the District whose bounds include the residence of such applicant, or may be upon application assigned to such District as his business or motorcycle club is located.

Sec. 4. The National Secretary shall, at the expense of the F. A. M., furnish each member with a membership card and the official emblem in use; and shall also furnish each member with a card each year upon receipt by him of the annual dues; also such other matter as may be authorized by the Board of Directors.

Sec. 5. The membership card shall contain the member's name, number and address, and indicate the year and day of the month to which the dues have been paid and on which the membership will expire. The Directors shall annually direct the form, style and language of the membership cards, and shall make each issue distinctive from the cards of other years.

Sec. 6. After the annual membership card has been issued to a member, if the member's card is lost or mislaid, or the member's residence is changed from the bounds of one district to within those of another, the member may apply in writing to the National Secretary for a duplicate card. The application must be accompanied by a fee of 10 cents. New emblems will be furnished at 50 cents each. Members shall be notified upon the expiration of membership. A member may renew his membership at any time within two months of its expiration, or at any time after its termination, but in no case shall he be excused from paying full dues for each complete year of membership.

Sec. 7. The National Secretary shall keep a correct roll of all the members of the F. A. M., and each district Vice-President shall keep a correct roll of all the members enrolled in his district. The rolls shall be kept in the form and manner to be directed or allowed by the National Directors. The district Executive Committee may give to the district Secretary any further directions not inconsistent with those of the National Directors.

Article III.

Dues and Finances.

Section 1. Each member shall pay annually as dues the sum of \$1.

Sec. 2. The annual dues may be paid either to the National Secretary or to the Vice-President of the district in which the member is enrolled. When paid to the district Vice-President he shall immediately forward such money to the National Secretary. The accounts between the National Treasurer and each District Treasurer shall be settled quarterly.

Article IV.

Elections.

Section 1. No member of the F. A. M. shall be entitled to vote at any election when in arrears for annual dues.

Article V.

Duties of Officers.

Section 1. The President shall preside at all meetings of the National organization

and Directors, appoint committees, fill vacancies and generally perform the duties that appertain to his office and not otherwise provided for. In the event of a vacancy occurring the Vice-President of the District in which the former President resided shall succeed to the office pending confirmation by the Board of Directors.

The President may call meetings of the Directors at his option and shall call them on the written request of any three directors. He shall call special general meetings on the written request of any twenty-five members, which request shall state the objects of such meetings.

Sec. 2. Each Vice-President shall be ex officio chairman of his district, and shall perform all the duties relating to such office so far as they apply to his district organization, which organization shall be construed as one which has adopted rules and regulations at an open meeting of its members, which rules and regulations are not to be in conflict with the Constitution and by-laws of the National organization. These district rules and regulations shall require the holding of a meeting of the district members at least thirty days and not more than sixty days previous to the annual meeting of the F. A. M., at which district meeting there shall be selected the nominees for the Vice-Presidency of such district, who shall be duly presented for election at the annual meeting of the organization. At least thirty days after the meeting of the National organization the Vice-President of each district shall call a meeting of the members thereof, at which there shall be elected a district Vice-Chairman, a district Secretary and a district Treasurer, and it shall devolve upon the Vice-President administering the affairs of such district to appoint such committees as may be provided for by its rules and regulations.

The district Vice-President shall exact a bond from the district Treasurer for an amount decided upon by a district Executive Committee and shall forward the same to the President before the National Treasurer will be authorized to make remittances of the funds belonging to the said district.

The expense of said bonds shall be borne by the district in which the Treasurer resides.

The accounts between the National Treasurer and the district Treasurer shall be settled quarterly, and copies of each account shall be mailed by the National Treasurer and the district Treasurer to the President not later than the 15th day of the month following.

Sec. 3. Each Vice-President shall file with the National Secretary a certified copy of any rules or regulations adopted by his district, and also the names and addresses of all its elective officers and appointees and the offices to which they are appointed.

The Vice-Presidents shall appoint in each State represented by their membership a State official who shall be termed State Commissioner. At the annual meeting of the F. A. M. the Vice-Presidents shall render written reports summarizing the proceedings of their districts during the year.

Sec. 4. The National Secretary shall keep all minutes and records, such as pertain to his office. He shall enroll members in the order of receipts of their applications, and shall supply to each a numbered membership card and the official emblem, and shall promptly report the names and addresses of all new members to the chairman of the Competition Committee and to the Vice-President in whose district the applicant resides. He shall also notify all members, at least thirty days in advance, of the expiration of their membership.

The National Secretary shall keep such records and accounts as shall be provided

for by the Board of Directors and turn same over to his successor after they have been duly audited by a Committee appointed for that purpose. All funds received by the Secretary are to be remitted to the National Treasurer on the 1st of each month, and a receipt taken therefor.

The National Secretary shall give bond in such sum as shall be decided upon and approved by the Board of Directors, the expense of such bond being paid by the National Organization.

Sec. 5. The National Treasurer shall receive all moneys and shall keep proper books of accounts as shall be provided for by the Board of Directors. He shall pay out no money except on the written approval of the President and two other members of the Board of Directors, or of a majority thereof. He shall forward quarterly to the President and the Secretary a certified, itemized report of all receipts and disbursements, and shall render a report at each annual meeting. He shall forward quarterly to the Treasurer of each respective district one-fourth of all membership fees received from such district, and shall obtain receipt for all such remittances. His accounts shall be audited preceding the annual meeting by a committee of three appointed by the President from the general membership. He shall give bond in such sum as may be determined by the Board of Directors. The expense of said bond shall be borne by the National organization. All books and records kept by the Treasurer shall be turned over to his successor after being duly audited by the committee appointed for that purpose.

Article VI.

Board of Directors.

Section 1. The President, the two preceding living ex-Presidents, and six other members elected for a period of three years each shall constitute the Board of Directors. The President shall call a meeting of the Board of Directors upon request of three members, or may call a meeting at his option at any time the affairs of the F. A. M. may require. A mail vote of the Board of Directors shall constitute a meeting. A majority of the Board shall constitute a quorum.

Sec. 2. The Board of Directors shall have cognizance of and determine matters affecting the welfare of the F. A. M. and authorize and control all expenditures, and shall order the payment of such bills as may be necessary for the running expenses of the F. A. M.

Sec. 3. The Board shall have the power to fill all vacancies which may occur from death, resignation or otherwise, among the officers or directors, and not otherwise provided for. It shall have power by a two-thirds vote to remove or suspend any officer for sufficient cause, and appoint a member of the F. A. M. to discharge the duties of such officer for the unexpired term, and the decision of the Board shall be final.

The Board of Directors shall have power to make such rules and regulations as they may think proper, not inconsistent with the Constitution and by-laws of the F. A. M.

Article VII.

Duties of Committees.

Section 1. The Membership Committee shall devise ways and means of increasing the membership, and shall investigate and report on any protested applicant, which report shall be final and subject only to overruling by a two-thirds vote of the members present at any regular meeting.

Sec. 2. The Committee on Legal Action shall devise and have direction of all matters affecting legislation and involving ac-

tion at law. It shall be its duty to ascertain and defend the rights of motorcyclists, and to supply members with such advice and assistance as may be within its power.

Sec. 3. The Competition Committee shall keep suitable records, have charge of and generally oversee all matters affecting competition. It may promote contests designed to increase interest in motorcycling, and devise and apply rules and regulations for their government.

Sec. 4. The Committee on Highway Improvement shall use its best endeavors to promote the improvement of the public highways, and, so far as practicable, shall join in all movements to that end.

Sec. 5. The Committee on Tours and Hotels shall seek to compile road maps and road books, to promote touring and to assist tourists with information. It may appoint as official hotels any hotels deemed worthy of such designation.

Sec. 6. The Committee on Transportation and Facilities shall endeavor to promote the convenience of carriage of motorcycles by rail and water, and to organize by official appointment a system of supply stations and repair depots best fitted to meet the requirements of motorcyclists.

Sec. 7. The Press Committee shall devise and have direction of all matters affecting the publicity of the F. A. M., and shall devise ways and means of increasing interest in the F. A. M. and in motorcycling generally, through the medium of the journals and the public press.

Sec. 8. The acts of the Chairman of any Committee shall be subject to the approval of a majority of the Committee over which he presides.

Sec. 9. The chairman of any committee handling funds of the F. A. M. shall forward quarterly to the President and the Secretary a certified itemized report of all receipts and disbursements, and when so ordered by the Board of Directors shall forward all moneys in his possession to the National Treasurer, and shall render a report at each annual meeting.

Sec. 10. The Board of Directors shall require bond from the chairman or any member of any committee who handles any funds of the National Organization, the amount of said bond being determined by the Board of Directors, and the expense of same being paid by the organization.

Sec. 1. No committee shall incur any expense without the approval of the Board of Directors.

Article VIII.

Meeting of the National Assembly.

Sec. 1. The annual meeting of the National Assembly shall be held between the dates of June 15 and September 15, at such time and place as the National Directors shall deem most advantageous to the F. A. M. The National Directors shall declare their selection of the place for holding the annual meeting of the National Assembly not less than sixty days nor more than ninety days before the day appointed for the meeting, and notice of said call being published in the recognized journals shall be deemed sufficient notice. Special meetings of the National Assembly may be called by the President of the F. A. M. with the advice and consent of the National Board of Directors. At least thirty days' notice, published in the recognized motorcycle journals, shall be given of the time and place of holding such meeting.

Sec. 2. The President shall call a meeting of the National Assembly upon a written request of at least twenty-five members, said request to state the object or objects of said meeting.

Article IX.

Order of Business.

- Section 1.
1. Calling the roll.
 2. Reading of the minutes.
 3. Report of the President.
 4. Report of the Secretary.
 5. Report of the Treasurer.
 6. Report of the National Committees.
 7. Special reports and communications.
 8. Election of officers.
 9. New business.
 10. Unfinished business.

Sec. 2. The usual preliminary rules governing deliberate bodies shall be observed and enforced by the President, and in case of an appeal from the President's ruling Roberts' Rules of Order shall be used and considered final.

Article X.

Transfers, Charges and Expulsions.

Section 1. Any member removing from one district to another may obtain membership in the latter district by filing with the Secretary notice of such removal. The Secretary shall notify the Vice-Presidents of the respective districts of such transfers, which shall not, however, alter the apportionment of any fees paid for the year current.

Sec. 2. Any officer or committeeman who shall be charged in writing by ten members with malfeasance in office or conduct prejudicial to the interests of the Federation may be suspended by the President pending investigation of such charges, a copy of which shall be forwarded to the alleged offender within ten days of its receipt. He shall be given twenty days in which to make answer. The evidence shall be submitted to the members of the Board of Directors. If found guilty, the offender may be reprimanded, removed from office or expelled from the organization.

Sec. 3. In the case of any member of the Federation, not holding office, against whom similar offenses are charged in writing by five members, the procedure shall be the same.

Sec. 4. Any member who may have been expelled may be re-elected to membership by a two-thirds vote of the members present and voting at a regular meeting; but no such application shall be considered within one year of the date of his expulsion and until it shall have been recommended by majority vote of the members present at a regular meeting of his district.

Article XI.

Amendments.

Section 1. These by-laws may be altered or amended by a two-thirds vote of the members present at any regular meeting, or any special meeting called for the purpose. In cases of extreme necessity, as determined by a majority of the Board of Directors, a mail vote of the Assembly may be taken and a three-fourths vote of all votes cast will be required for adoption of proposed amendments.

Notice of all proposed amendments shall be given thirty days in advance of such meeting, or of said mail vote.

Notice of proposed changes in the by-laws published in recognized motorcycle journal shall be considered sufficient notice.

"Every owner of a motorcycle should have a copy of 'Care and Repair of Motorcycles.' It certainly is worth many times 25 cents. It has many dollars' worth of information for every rider."—Charles Glackin, Phillipsburg, N. J.

INTERNATIONAL UNION MEETING

America to Ask Pertinent Questions and Bid for Championships—France to Suggest Motorcycle Championships.

The twentieth congress of the Union Cycliste Internationale, which is being held in Paris this week, promises to be one of the busiest sessions that has been held in many years. There are many important questions up for consideration, the most interesting, perhaps, to Americans, being the formal awardation of the world's championship meeting for 1911 to this country, the announcement of which was exclusively made in the *Bicycling World* some time ago.

The members of the Union Cycliste Internationale are: Ligue Velocipedique Belge, Belgium; National Cycling Association, America; Union Velocipedique de France, France; Unione Velocipedistica Italiana, Italy; Union Cycliste Suisse, Switzerland; Nederlandsche Wielers Bond, Holland; Verband Deutscher Radrennbahnen, Germany; Union Velocipedica Espanola, Spain; League of New Zealand Wheelmen, New Zealand; Union Velocipedica Portuguesa, Portugal; National Cyclists' Union, England; Australasian Federal Cycling Council, Australia; Svenska Velociped Forbundet, Sweden; Danske Bicycle Club, Denmark, and Union des Societes Athletiques de Gymnastique de Grece, Greece.

According to a preliminary report of the subjects to be discussed at the congress America will be very much in the running. The first thing the National Cycling Association wishes to know is why Edward F. Root was permitted to ride in the German six days race while he was under suspension for not paying a fine incurred in the New York six days race. The National Cycling Association also protests the penalty that was inflicted upon Clarke by the German governing body. Just what this penalty was is not explained.

The National Cycling Association, through its Paris representative, Victor Breyer, also will ask for a revision of the rules that require a rider to have his license card O. K.'d every time he crosses the frontier to ride in another country. It further will ask for a modification of the rules governing the world's professional championship. The American body will insist that the world's championship meeting next year be awarded to this country. This year's meet will be held in Brussels.

The Union Velocipedique de France will ask the congress to establish a series of worlds championship races for motorcycles. At the present time the Union Cycliste Internationale attempts to govern international motorcycle sport, but only after a fashion.

An international world's championship road race likely will be a future fixture of

sport, the Belgian association having asked for the establishment of such a contest.

Boston Motorcycle Clubs Finally Merge.

After several meetings held for the purpose members of the Commonwealth and Massachusetts motorcycle clubs of Boston, at a meeting Friday night of last week, voted to consolidate the two clubs as the Boston Motorcycle Club. J. Fecitt was elected president, P. N. Richardson, vice-president; F. M. Wyman, secretary; S. L. Durkee, treasurer; A. P. Howe, captain; W. P. Frost, first lieutenant, and C. D. Anderson, second lieutenant. The executive committee consists of the above-named officers and Dr. Robert L. Colson and J. P. Tonner.

Wild Man Escapes from Hicksville Fair.

The Hicksville Athletic Club, of the Long Island town by that name, which is considerably interested in bicycle racing, last week held a real old-fashioned country fair. The proceeds will be applied to equipping a gymnasium. The "wild man" escaped on Thursday night after one skeptical bucolic had poked him in the ribs with an umbrella, but fortunately he did not do any damage. Later he was caught back of Tom West's bar at Valley Stream, detailing his troubles to a lot of Century Road Club members. It was said the "wild man" was Jerome Steinert.

Hartford Club Acquires a Home.

At the regular monthly meeting of the Hartford (Conn.) Motorcycle Club, this week, it was voted to become affiliated with the F. A. M., a majority of the members already belonging to the national organization. New quarters have been secured in the Ely mansion, at 1304 Main street, and the next meeting of the club will be held in the new rooms. They are particularly adapted for club purposes and will be housewarmed in appropriate style.

Indianapolis's Cycling Population.

If the average citizen of Indianapolis, Ind., were told that his city has over six times as many bicycles on its streets as it has automobiles, he might have some difficulty in believing it. That such, however, is the case has just been disclosed by the records of the city controller. These show that there are 7,421 bicycles in use in the city, as against 1,250 motor cars.

Endurance Run Carded for Decoration Day.

The first endurance run of the season has been announced by the New Jersey Motorcycle Club. It will occur May 29 and 30, the route being from Newark, N. J., to Easton, Pa., and return, a distance of 350 miles.

Yale Cycle Club in New Headquarters.

The Yale Cycle Club will have new club rooms at Railroad avenue and Thomas street, Newark, N. J. February 17th has been set for the formal opening.

"SCHNELLFÄHRERS" FOR GERMANY

Government Formally Recognizes Motorcycles for Military Service—To Provide Pay and Pensions for Riders.

Motor bicycles are certain to prove of considerable utility during the next great war in continental Europe. Realizing the value of the swift machines for "orderly" services and reconnaissance, the German military authorities have made a compact with the Deutsche Motorfahrer Verreingung, which will be binding on both parties until the end of March, 1911, and subsequently tacitly renewable each year unless notice of annulment be given by either under which a German motorcyclists corps is created and made part and parcel of the German military machinery. Members of the corps will be known officially as "Schnellfahrer," or express orderlies.

Over and above the sum of 200 marks to cover cost of clothing, equipment, and underwear, payable on the day when he joins the forces in the event of mobilization, the "Schnellfahrer" (who must be a healthy German citizen with a clean legal record) receives 13 marks a day, payable in advance each time for a period of ten days. Of this amount, 1 mark covers wear and tear of clothing and underwear, and 2 marks are regarded as extra allowance.

In case a "Schnellfahrer" is disabled during the performance of military duties he is entitled to a pension from the government; in case of his death the regular private's pension will be paid to the widow. The maximum pension of a disabled "Schnellfahrer" can reach 2,544 marks (\$634) per annum.

Besides receiving the stipulated pay for services, the "Schnellfahrer" gets free rations, as well as gratuitous medical treatment. Moreover, the War Office buys his machine at a price estimated by experts as soon as ever he commences service, also supplies him with a pistol or revolver, and bears all expenses of traveling and transport to and from the rider's residence and the place of service.

Wichita Club Completes Organization.

C. J. Sheldon has been elected president of what the local papers call the "association of pop-pop enthusiasts," but which is otherwise known as the Wichita Motorcycle Club, of Wichita, Kan. The club, which had been temporarily organized at a meeting a couple of weeks ago, has since adopted a constitution and by-laws, and is shortly to become affiliated with the Federation of American Motorcyclists. The full list of officers elected is as follows: C. J. Sheldon, president; J. J. Branson, vice-president; P. D. Gardiner, secretary; W. I. Lyon, treasurer. The directors include the officers and G. E. Woodwell, C. D. Andrews and Claude Ludlum.



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It means long life to the bicycle. A rigid frame preserves perfect alignments of all running parts. Saves wear and tear. Makes an easy running machine.

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HENRY KEIDEL & CO.,
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Send for 1910 Catalogue. It illustrates all the new Iver Johnson models and explains how in all details of structure the Iver Johnson Bicycle is far ahead of any other wheel on the market. Send for catalogue to-day.

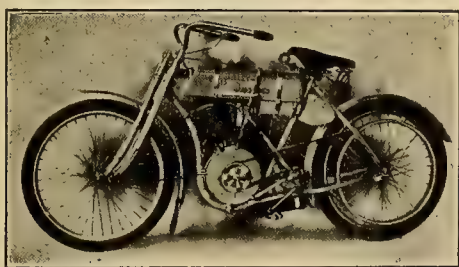
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FREE—12 Extra Certificates

If you will order from your jobber one gross tubes of Neverleak you will receive absolutely free, 12 extra certificates in addition to the 12 usually packed with that quantity, making 24 certificates in all. The above offer will not be accepted after April 15, 1910.

The certificates will apply on any of the following high class premiums: 10 certificates, French Gold Clock, or a \$3.00 No. 30 Conklin Fountain Pen. 12 certificates, Solid Brass Sign. 15 certificates, \$6.00 Conklin Fountain Pen. 20 certificates, 42 piece decorated China Dinner Set. 24 certificates, Sessions Regulator Clock, or Success Emery Grinder. 33 certificates, 24 in. solid Leather Suit Case, or a hand-carved, imported Cuckoo Clock. 36 certificates, a 72 piece decorated China Dinner Set. 48 certificates, a 20-year, gold filled, open face, No. 16 size, thin model N. Y. Standard Watch. 60 certificates, a 20-year, solid gold filled, genuine Elgin Watch, open face, 16 size; 7 jewel; latest thin model.

BUFFALO SPECIALTY CO., Buffalo, N. Y.

From the Four Winds

Buffalo's oldest bicycle club—the Buffalo Bicycle Club—is to have a reunion and banquet on Washington's Birthday, 22d inst. The club was organized on that day, 1879—31 years ago.

Joe D. Hanna, of Tampa, Fla., who is the crack cyclist of that locality, will measure speed with the local amateurs next season. Hanna intends to spend the summer in New York City.

Austin Burgess, agent in Houston, Tex., for Indian motorcycles, will build a club house for riders in that city. Lots at the corner of Avenue D and Third street have been purchased for the purpose.

Will H. Beuchler, the captain of the old Allegheny Cyclers, of Pittsburg, is stimulating interest in a big smoker to be held shortly. The object is to revive the sport in the Smoky City for the coming summer.

So many of its members have become cyclists that the National Turn Verein, of Newark, N. J., has decided properly to care for them in the future. A bicycle room will be added to the club on Bruce street.

Italy is the first country to insist upon the regulation that motorcycles must be fitted with horns giving them a high note in order to distinguish them from automobiles. The latter must use horns giving only bass notes.

Although he did not announce his going, Alfred Halstead, the well known professional rider, went to Europe after the New York six days race. At the present time he is in Paris and will ride at the new winter track.

Touring in Belgium will not be such a difficult matter in the future as it has been in the past. The Belgian Ministry of Public Works is spending 10,000 francs for the erection of 1,482 signboards throughout the unposted districts.

The committee that will have charge of the various departments of the New York Athletic Club for the current year were named this week. The bicycling committee is composed of Charles J. Kitner, chairman; A. Parks Smith and H. W. Wilson.

It is likely that the Queen City Motorcycle Club and the Cincinnati Motorcycle Club, both of Cincinnati, shortly will consolidate. Each club has about a score of members and the presidents of both clubs feel that more can be accomplished by one organization.

The Hackensack (N. J.) Wheelmen have elected the following officers for the ensuing club year: President, Chester A. Wells; vice-president, John C. Hoth; treasurer, E. D. Harris; financial secretary, Elmer H. Macdonald; board of governors, Arthur Parks, A. M. Sheafe and William Zeigler.

The Paris flood caused another postponement of the opening of the new winter track. The first meet was scheduled for January 23d, but it was decided to postpone it until the following week because of the rising Seine, upon whose banks the velodrome is situated. On January 30th the building was partially flooded and the streets for blocks around were under three feet of water, making access to the building impossible except by boats. Under the circumstances the meet naturally was postponed.

Ten new motorcycles have been ordered by the Mexico City post office for installation in the delivery and collecting service by the end of February. In enumerating the advantages experienced from the introduction of the use of motorcycles in collecting mail, Postmaster Norberto Dominguez states that of rapidity is only a minor one. The conspicuous features of the machines make it impossible for the collectors to skip the mail boxes without it being known. For similar reasons they have less opportunity to enter saloons while on duty.

Although it has been a mecca for tourists for years, strange to say, the trail leading up Mt. Wilson, near Pasadena, Cal., had never been measured and properly marked. That is, not until last week, when two ingenious youths undertook the self appointed task. It is a wonder some one had not thought of the simple method before. The boys took the front forks and wheel of a bicycle fitted with a cyclometer. Attaching a broomstick it was an easy manner to push the wheel up the long, steep trail. The route was properly marked by tenths of miles.

If the officials of Portugal do not kill bicycling in that country it will be because of an unquenchable desire to ride and not because of the drastic regulations that have just been put into effect. The city of Lisbon has decreed that every cyclist must be registered and pay 200 reales. Not only that, but before he can secure a license the luckless rider must be vouched for by ten other cyclists or by a club, and must give up 600 reales more upon issuance of the license. A large colored badge must be carried and none must ride faster than a trotting horse.

That trick riding is not by any means without danger was impressed forcibly upon a 16-year-old boy in Los Angeles, Cal., rejoicing in the classical name of Alcineous Hull, who tried to imitate a certain trick he had seen performed at a theater. He built an elevated runway for himself; took another boy on the handle bars of his bicycle and commenced his ride on this somewhat wobbly structure. An instant later he crashed through the flimsily built boards, gashing his hand and arm and receiving other dangerous wounds. In the hospital, next day, he confided to the nurse his intention of "cutting out the monkey-business" henceforth.

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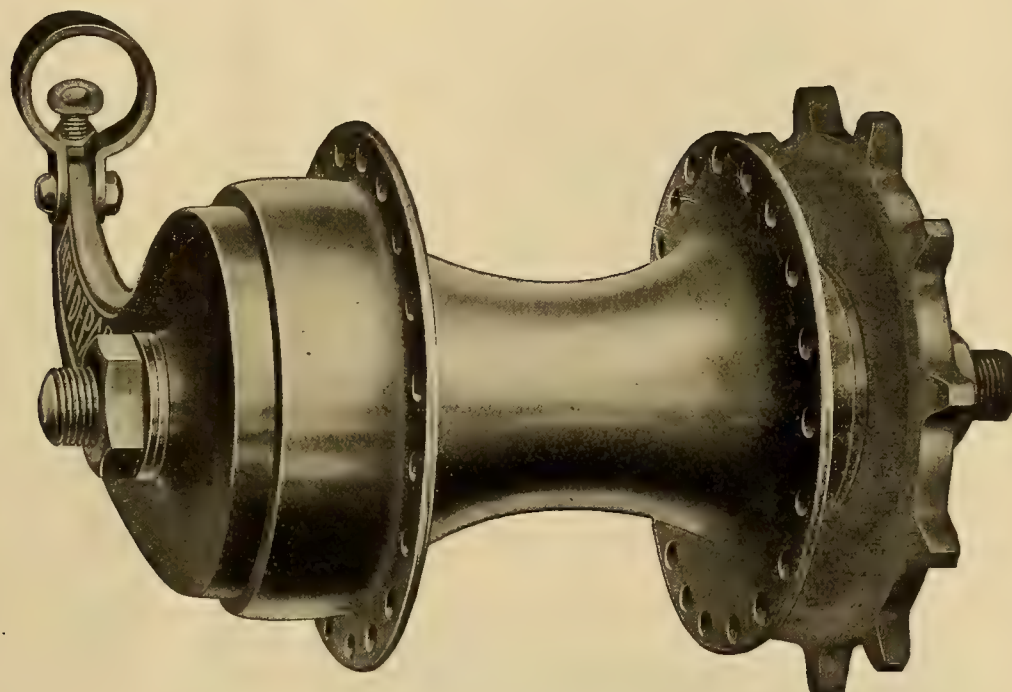
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is positively the last word in a coasting and braking device for high or low powered motorcycles.

Its dependability, strength and effectiveness have been proven by riders everywhere on highway and race track.

It is the ideal equipment because it completely eliminates brake troubles motorcyclists have experienced.

It is mechanically impossible for a new brake to wind up, bind or lock.

It cannot cut into the brake drum.

It will not "feed up" or drag the pedals when coasting.

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Parts are heavy and practically indestructible.

Powerful enough to stall high powered motors.

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THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors.

RECENT PATENTS.

931,656. Change Speed and Back Pedaling Brake Mechanism for Cycles. Charles T. B. Sangster, Bournbrook, near Birmingham, England. Filed Jan. 2, 1907. Serial No. 350,447.

1. In a device of the class specified, a change speed hub of the double epicycloidal train class comprising a pair of gear trains, a combined planetary pinion cage and clutch device carrying the planetary pinions of both trains, a pair of collectively slidable and independently rotatable sun wheels co-operating therewith, a fixed axle carrying a pair of sun wheel clutches each adapted to co-operate with one of said sun wheels, a driving member associated with the driving element of the first gear train, a brake device detachably connected to the shell at one end thereof and engaging the shell when actuated, means carried by the driving member adapted to actuate the brake mechanism when the driving member is moved in a reverse direction and a free wheeling clutch arranged between the driven element of the second gear train and the other end of the shell adapted to permit the shell to overrun the gear train when the latter is held stationary.

931,717. Cushioned Wheel. William H. Bachtel, Canton, Ohio. Filed May 3, 1909. Serial No. 493,633.

1. A cushioned wheel comprising a concave rim provided with lateral flanges presenting peripheral V-shaped grooves, said rim provided with screw threaded apertures, set screws arranged in said screw threaded apertures, coupling plates arranged upon said set screws, an annular series of cushion carrying plates arranged upon said coupling plates, an elastic cushion located on said cushion carrying plates, and a wear strip adapted to externally cover said cushion and having its edges connected to the lateral flanges of the rim, the set screws being adjusted within said screw threaded apertures.

931,787. Coaster and Brake Device. Alexander P. Morrow, Elmira, N. Y. Filed April 5, 1902. Serial No. 101,523.

1. In a brake mechanism, the combination of a revoluble hub having a braking surface; a driving surface; a driving member within the hub; a non-removable brake shell within the hub slotted longitudinally; wedge means adapted to enter a slot of said shell longitudinally and thereby to expand it against said braking surface; and mechanism co-operating with the driving member for driving said hub on forward rotation of said driving member, and for actuating said wedge means upon back pedaling.

931,932. Cushioning Bicycle Frame. Oscar J. Laravie, Plattsburg, N. Y. Filed Oct. 22, 1908. Serial No. 458,998.

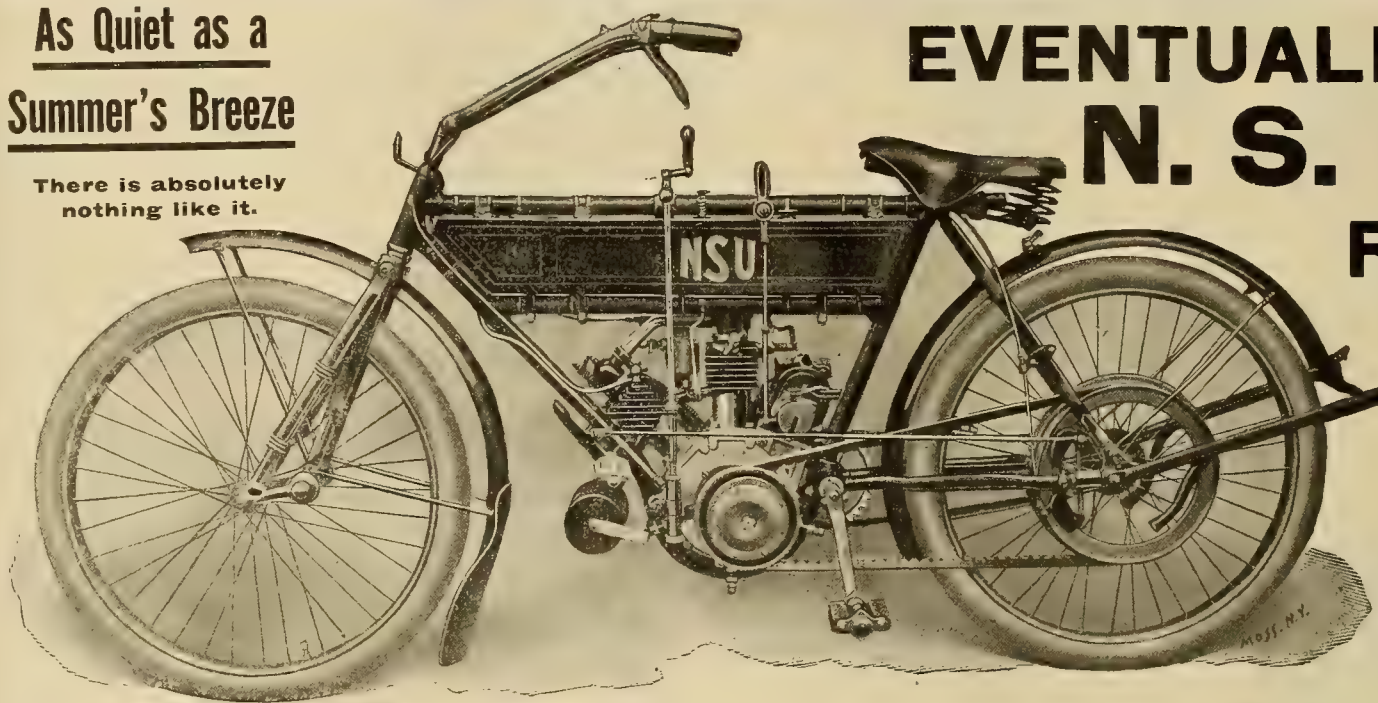
1. The combination of a wheeled fork, a steering head receiving the same, a cone rotatably mounted in the head and engaging the stem of the fork to permit longitudinal displacement thereof, a centering nut carried by the steering head and surrounding the stem of the fork, and cushioning means mounted within the steering head and operative upon said fork.

931,953. Headlight. Royal C. McClay, Los Angeles, Cal., assignor by direct and mesne assignments, to Mechanical and Electrical Appliance Company, Incorporated, Carson City, Nev. Filed Jan. 6, 1908. Serial No. 410,182.

1. In combination, a vehicle, steering gear therefor, a headlight mounted on said vehicle, said headlight having side openings, lateral casing projecting from said openings and having inclined outer ends, glass plates mounted in said outer ends, said plates being in part clear and unobscured, and in part colored and obscured, said casings being provided at their inner ends with reflecting shutters pivoted on vertical rods having downwardly extending ends, means for automatically operating said shutters from the steering gear, said means comprising crank arms on the lower ends of said rods, levers having at one end a pivoted and slotted connection with said crank arms, said levers being also connected with the steering gear.

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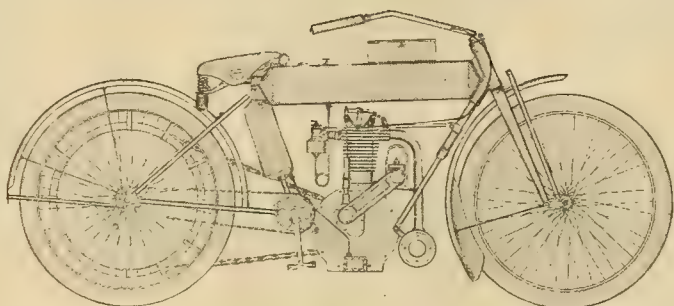
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\$275⁰⁰

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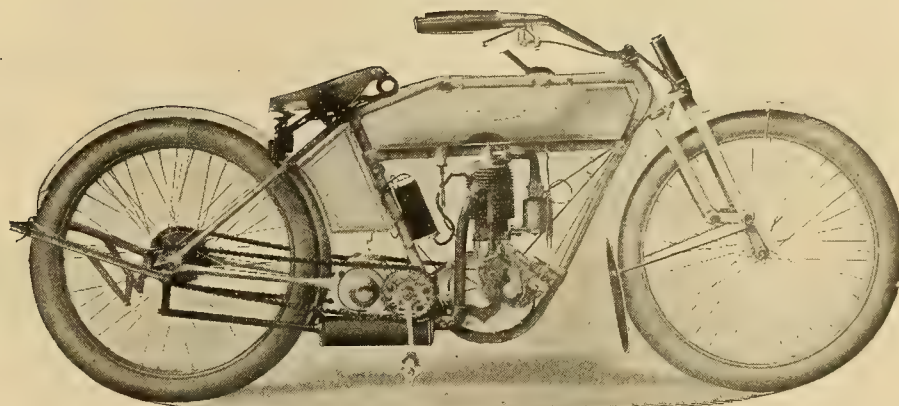
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Rides Like a Pullman.
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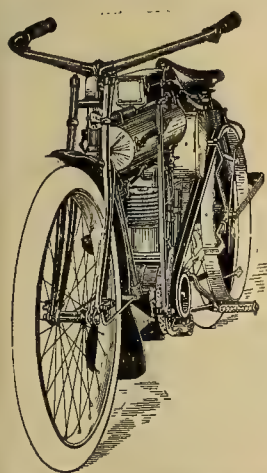
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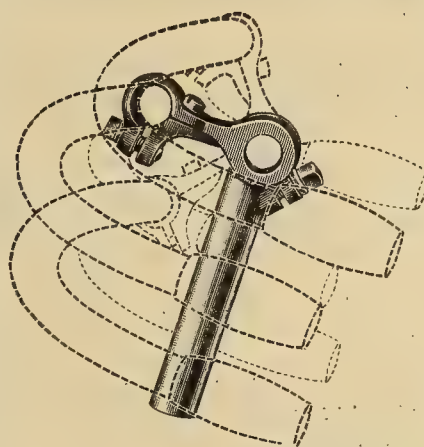
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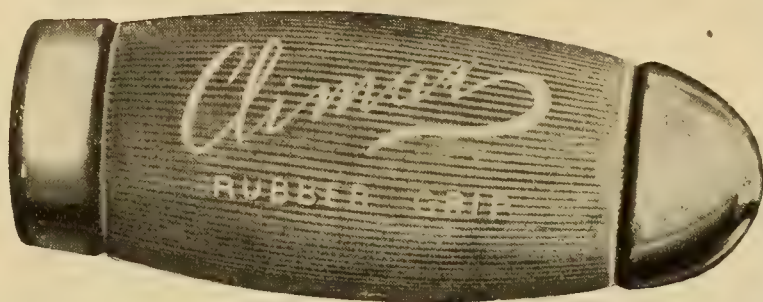
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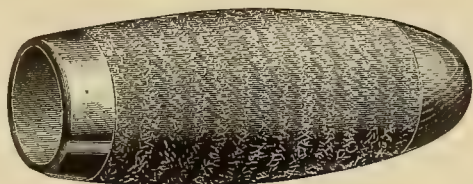
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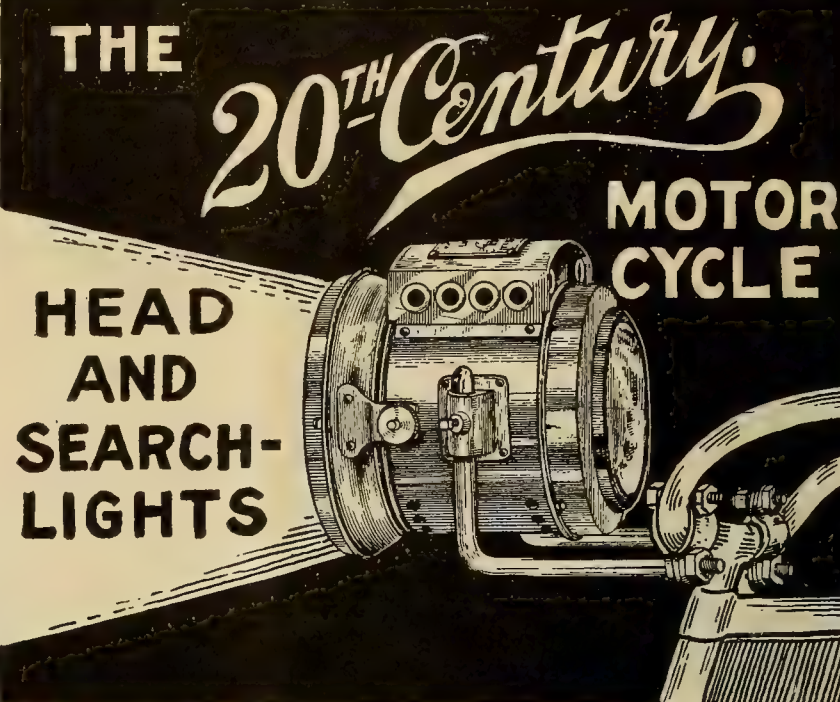
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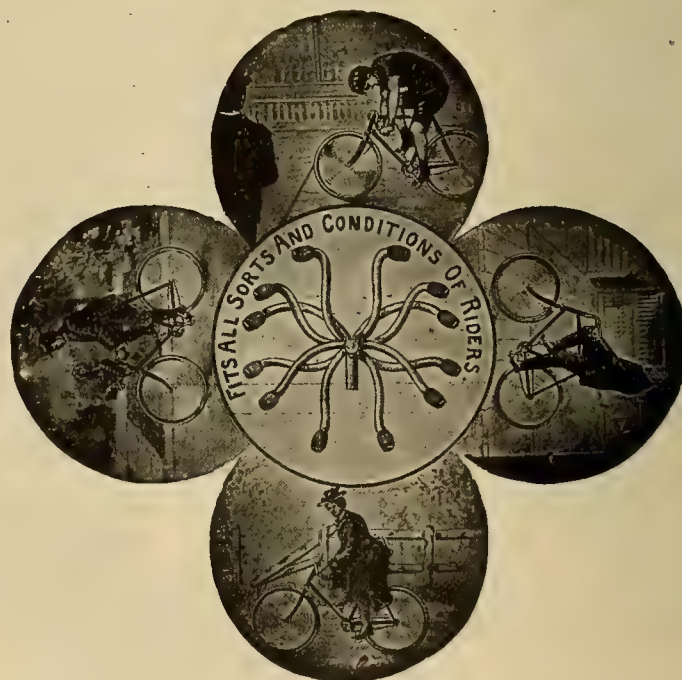
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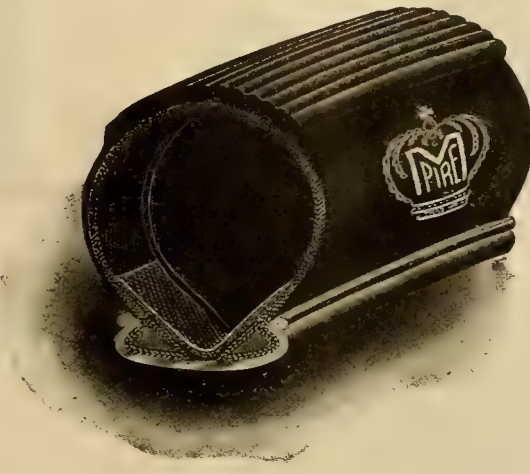
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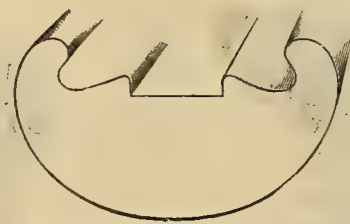
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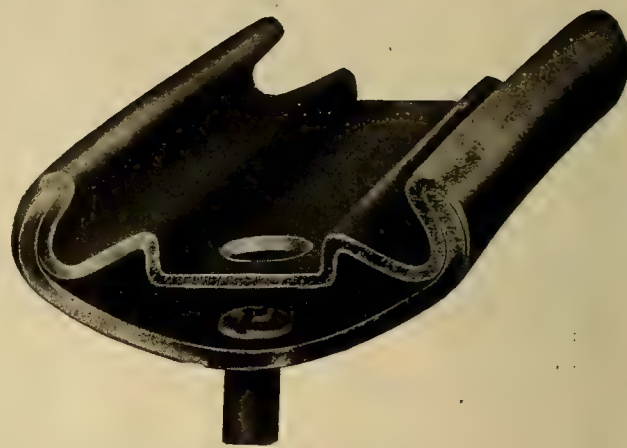
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Fitted With Shock Absorbers Preventing Side-away

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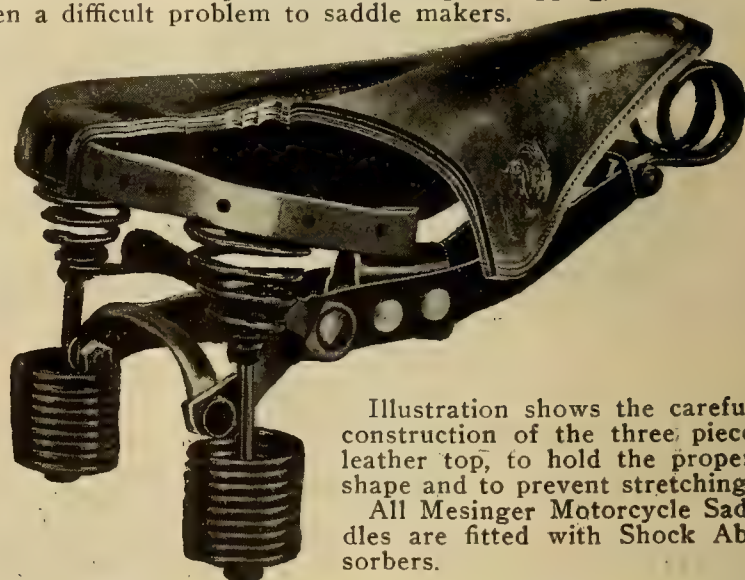


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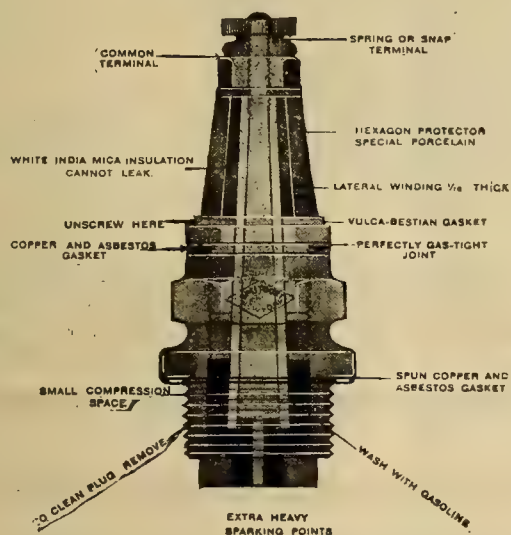
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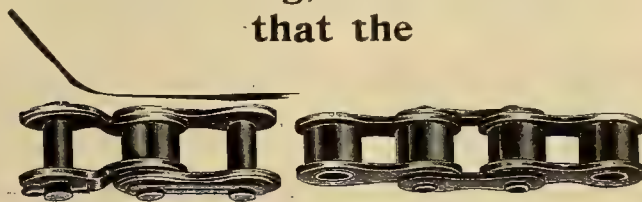
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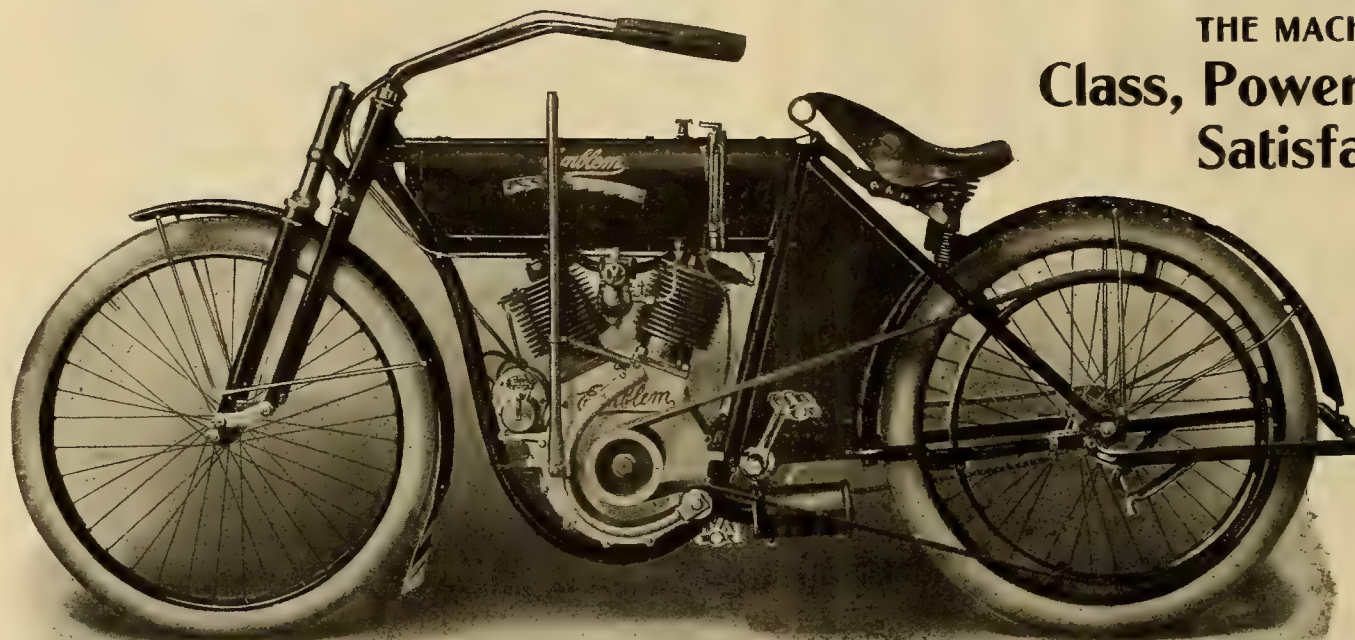
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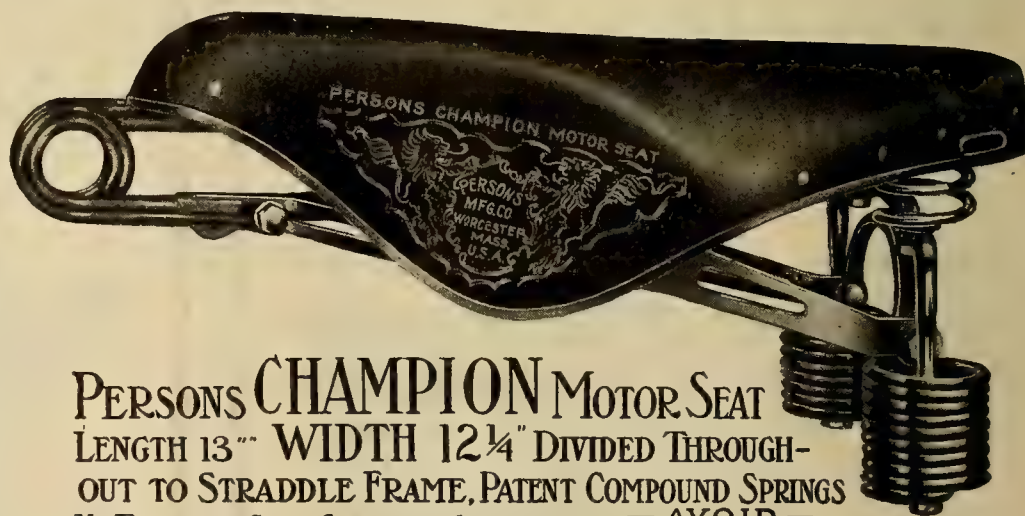
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OUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. **AVOID IMITATIONS**

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After—not during your ride
is the only time for a shaker.

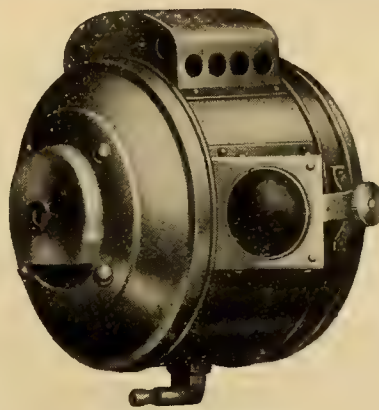
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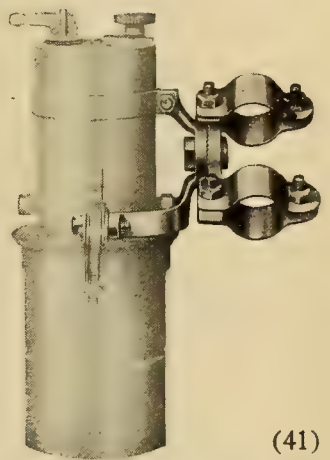
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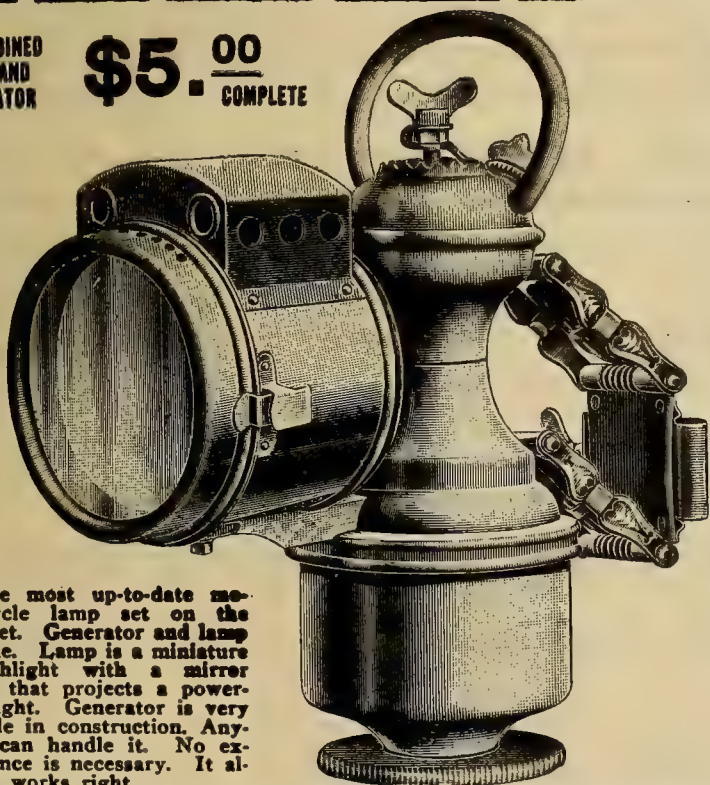


(41)

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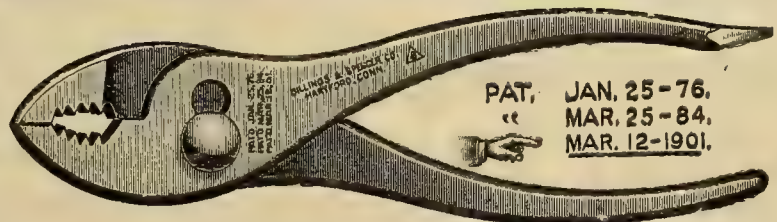
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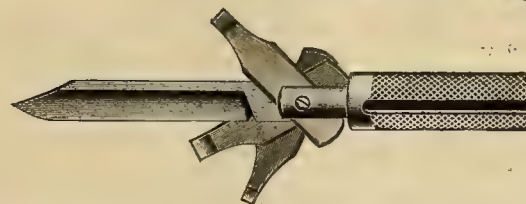
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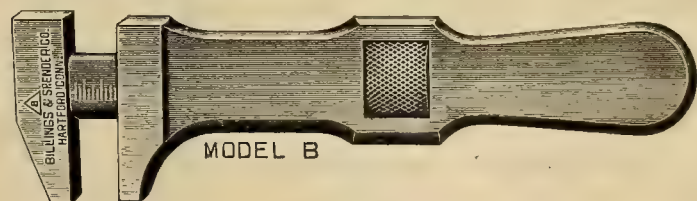
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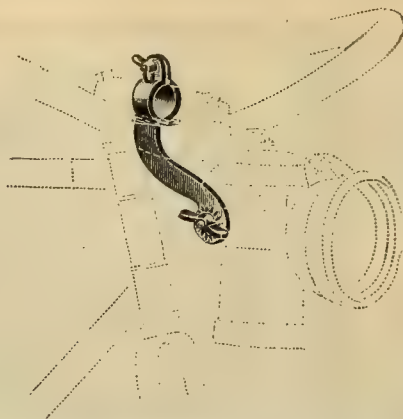
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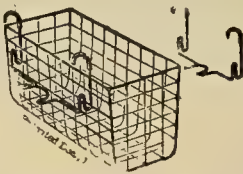
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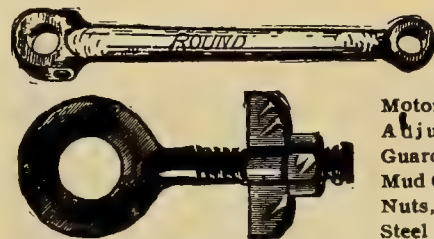
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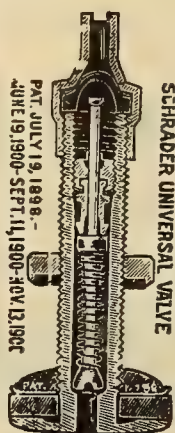
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and in continued demand.
All are top-notchers. No
stock is complete without
them.

■
QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

Signs of The Times

AT THE NEW YORK SHOW—

63 PER CENT. of the motorcycles on exhibition were fitted with

Kokomo Tires

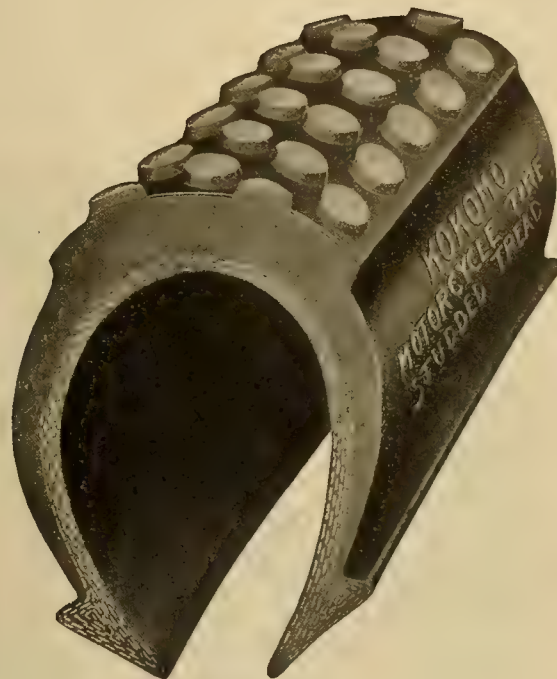
AT THE CHICAGO SHOW—

71 PER CENT. of the machines staged were equipped with

Kokomo Tires

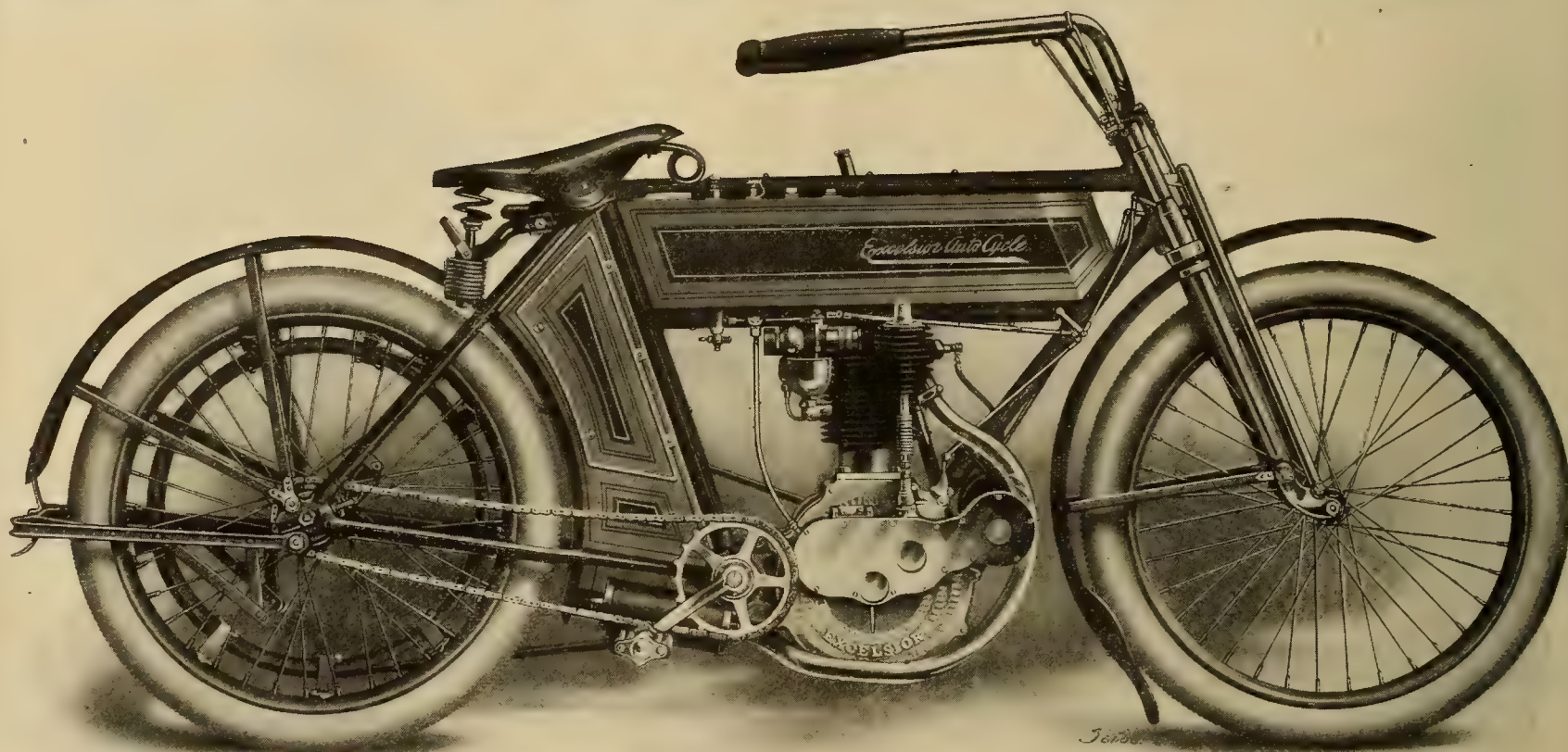
As our motorcycle tire was brought out only last year, the wonderful strides it has made, of which these show statistics constitute but one indication, prove that the American public does know a good thing when it sees it and is quick to show its appreciation. Number yourself with the wise ones. Specify Kokomo tires and don't take NO for an answer.

➡ In addition to our other sizes, we now are making and are prepared to supply 28 x 3 inch tires to fit the regular 28 x 2½ rims.



KOKOMO RUBBER COMPANY, Kokomo, Ind.

HAVE YOU SEEN THE 1910 EXCELSIOR LAUTO-CYCLE



¶ It establishes the high water mark of motorcycle design and construction.
 ¶ As the earlier models led in rational and comfortable saddle position, silent, vibrationless motor, free motor and flexible power transmission, so do the 1910 models lead in efficient visible mechanical lubrication and other practical and valuable features. ¶ Our 1910 catalog C10 gives full details of single and double cylinder models and shows how and why

THE EXCELSIOR EXCELS

EXCELSIOR SUPPLY COMPANY

233-237 Randolph St.

Members M. M. A.
Established 1876

Chicago, Illinois

Eastern Representative: STANLEY T. KELLOGG, 2312 Broadway, New York.

PACIFIC COAST BRANCH—361-3 Golden Gate Ave., San Francisco, Cal.

AGAIN THE LEADER

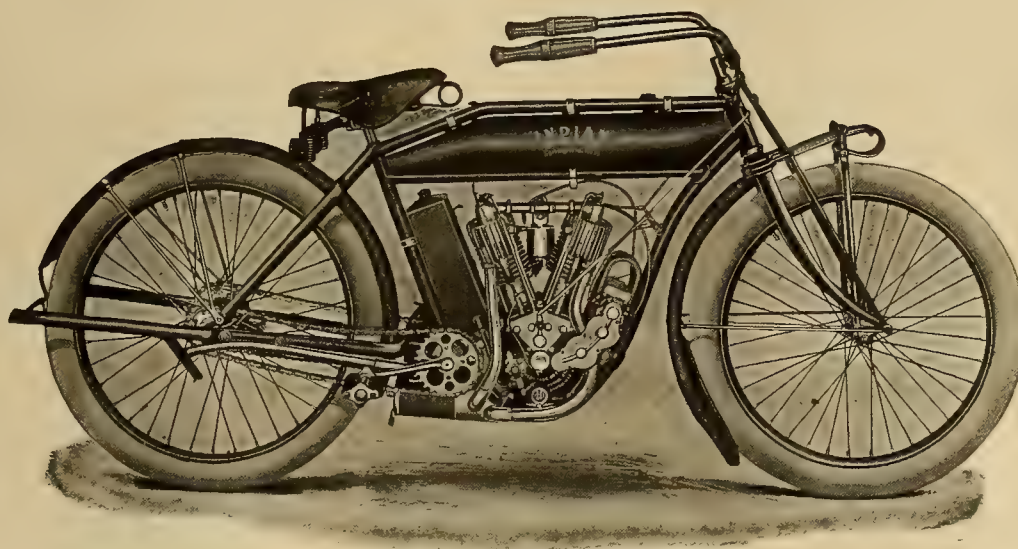
In the "QUARTERLY TRIALS" of the Auto-Cycle Union, England, for January, a non-stop run of 123 $\frac{1}{4}$ miles, including two hill climbing contests, over roads dangerous from ice and slime,

The Indian

LED—TAKING FIRST PLACE

among 52 that finished, representing 14 of the best machines of Europe.

Power
Does It



Quality
Wins

The Indian is known as the "Speed King"

but it is in tests like the above the Indian has distinguished itself as the leader for 8 years.

BUY THE TESTED MOTORCYCLE

Handsomest Illustrated Catalog Ever Issued Now Ready

THE HENDEE MANUFACTURING CO., Springfield, Mass.

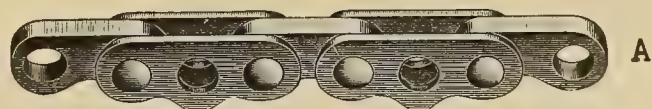
CHICAGO BRANCH — 1251 Michigan Ave.

[Member M. M. A.]

LONDON DEPOT — 184 Gt. Portland St.



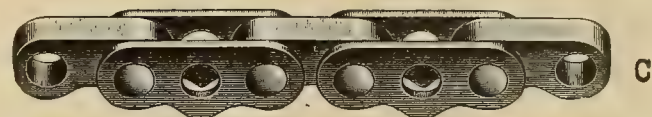
"Whitney" Chains are made in one of the most modern of American fire-proof factories.



A



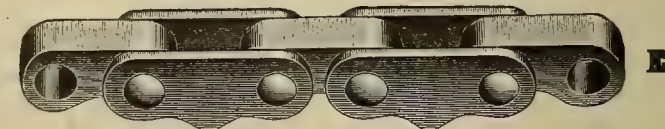
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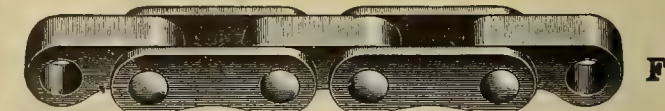
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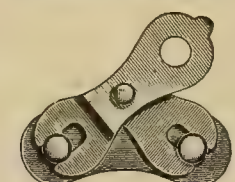
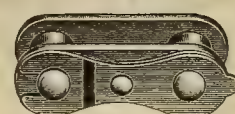


F

If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.

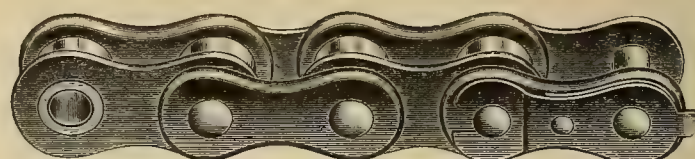
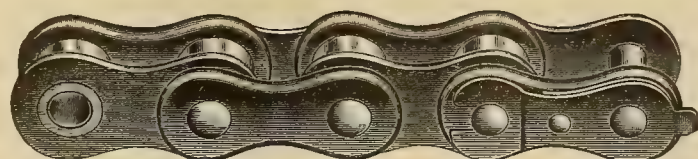


INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
For Motorcycles, Etc.



**New Patent
Safety
Connecting
Links**

For Bicycle and
Motorcycle Chains



THE WHITNEY MFG. COMPANY
Hartford, Connecticut

Tillinghast Patent

SUSTAINED

By Circuit Court of Appeals

WE desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in an opinion rendered by the Circuit Court of Appeals, on the appeal from the decision in our favor rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

Since the above decision the Continental Rubber Works, of Erie, have settled for all past infringements and have entered into license agreement for the balance of the life of the patent.

**SINGLE TUBE AUTOMOBILE
AND BICYCLE TIRE COMPANY**

Thor

IF YOU are seeking a twin cylinder motorcycle that will give you satisfaction, you will, on investigating all makes, choose the *Thor* six h. p. Twin, for its simplicity, power and quality. Ask the man who rides one as to its low cost of up-keep; he will tell you that he is not paying money to keep it going any further than to purchase gasoline and lubricating oil. We deliver these models the same day we receive the order. A *Thor* rider never forsakes his mount. Ask any motorcycle rider who has been a rider for the past five years, who makes the best motor; his answer will be:—You will find it in

Thor

Thor

The Motorcycle Supreme

Every machine we build is a testimonial in itself; you take no chances, no experiments, when you purchase any model of the *Thor*. Let us tell you of that *Thor* IV. Do it now and secure your business early; write today.

AURORA AUTOMATIC MACHINERY Co.

Member M. M. A.

Thor Building, Chicago, Ill.

DISTRIBUTORS:

A. FREED, San Francisco, Cal.
J. S. LENG & SONS CO., New York, N. Y.

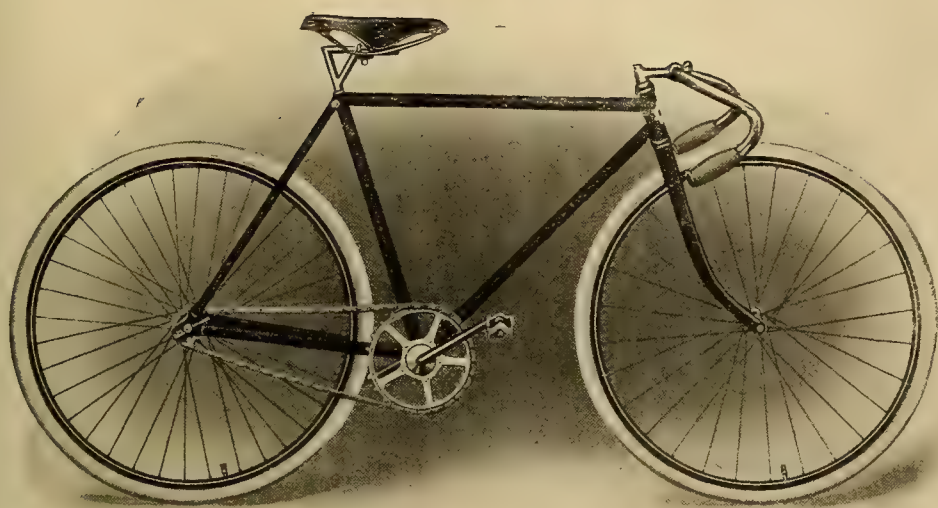
MOTORCYCLE SPECIALTY CO., Boston, Mass.

FRED WILLIAMS, Denver, Col.
GUS HABICH, Indianapolis, Ind.

*Thor**Thor*

Tribune Bicycles

On the Track



THE TRIBUNE RACER.

On the track the Tribune is pre-eminent. It has ALWAYS been the choice of successful racing men, it is so TODAY more than ever. Correct racing design—perfect balance—superb bearings with the greatest accuracy of adjustment—every part in harmonious relation with the other—such is the 1910 TRIBUNE RACER, the finest Tribune ever built.

WHAT COLLINS SAYS:

From a Racer.

Lynn, Mass., Dec. 18th, 1909.

THE POPE MFG. CO., Hartford, Conn.

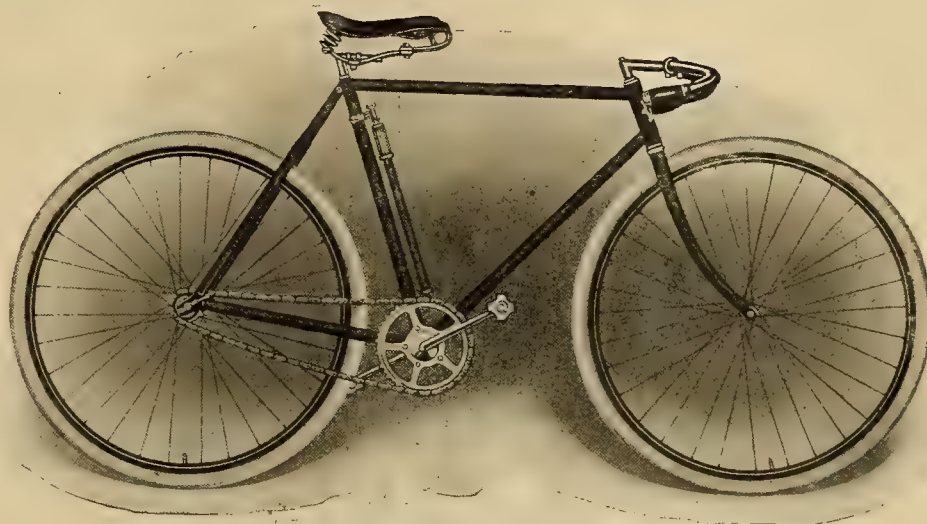
Gentlemen:—In the recent six days cycle race at New York I used a Tribune racer which I purchased from your firm the past summer, and must say that it gave the greatest satisfaction of any wheel I have ever ridden, for I used one wheel continually and it went through the entire race without any repair whatever.

Very truly yours,

ELMER L. COLLINS.

On the Road

The name Tribune on a road bicycle has always been associated with the very highest standard of workmanship, with exactness of factory methods, the use of the best materials, and the most rigorous inspection of each part. No one can remember when this was not so. This skill and thoroughness have produced Tribunes that are dependable on any kind of roads, in any kind of weather and through any kind of country.



THE TRIBUNE LIGHT ROADSTER.

A TEST OF ROAD RELIABILITY

From a Road Rider.

THE POPE MFG. CO.

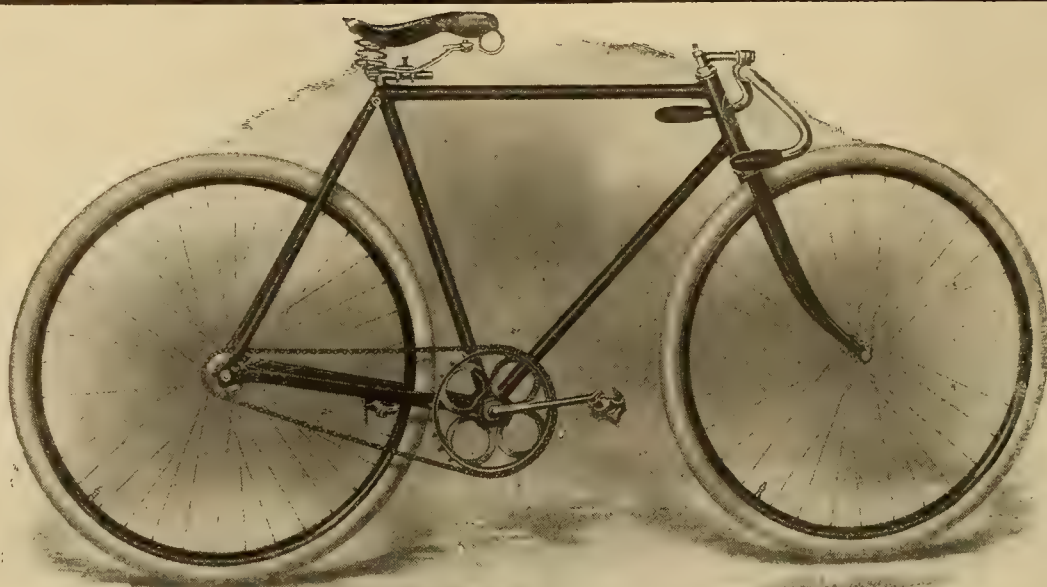
Hope Valley, R. I.

I own one of your Tribune "Blue Streak" Road Racers. This wheel has a mileage of 30,000 miles and has given me the best satisfaction of any, and I have owned quite a few. This mileage has been made on the "Original Bearings," which have not given any trouble, and have never been taken apart.

Respectfully yours,

J. FRANK HAMBLIN.

THE POPE MANUFACTURING CO., Hartford, Conn.



YALE and SNELL Bicycles

**The Best Bicycle for
the Best Dealers**

Quality and Service Unequalled. Write for Catalogue today.

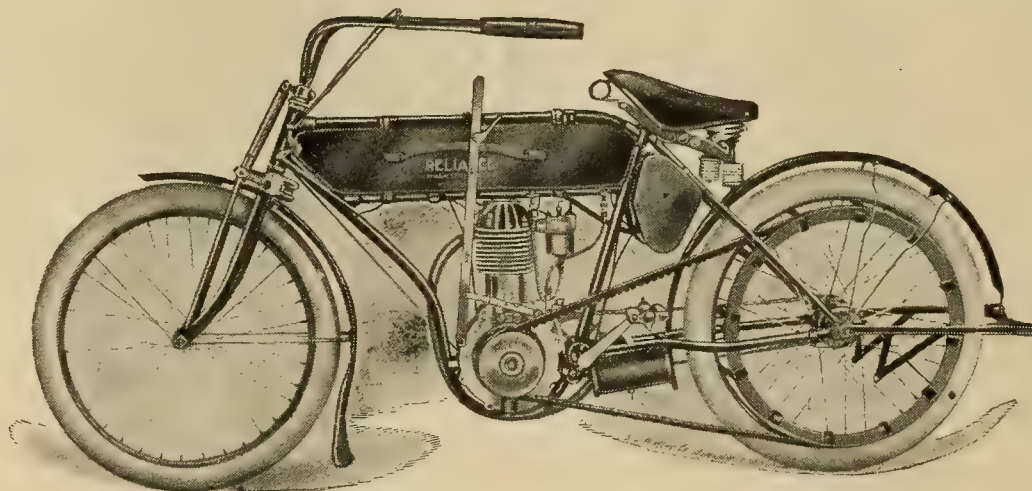
THE CONSOLIDATED MANUFACTURING CO., 1709 Fernwood Ave., Toledo, Ohio

DISTRIBUTORS:

KEYSER FRY, Reading, Pa.
WM. H. HOEGEE CO., Los Angeles, Cal.
THE BEAN SON CO., Oakland, Cal.

PACIFIC COAST RUBBER CO., Tacoma, Wash.
PACIFIC COAST RUBBER CO., Portland, Ore.
ALEXANDER-SEEWALD CO., Atlanta, Ga.

Here Is What You Have Been Looking For—



Model C as above, complete with the two speed pulley, \$225.

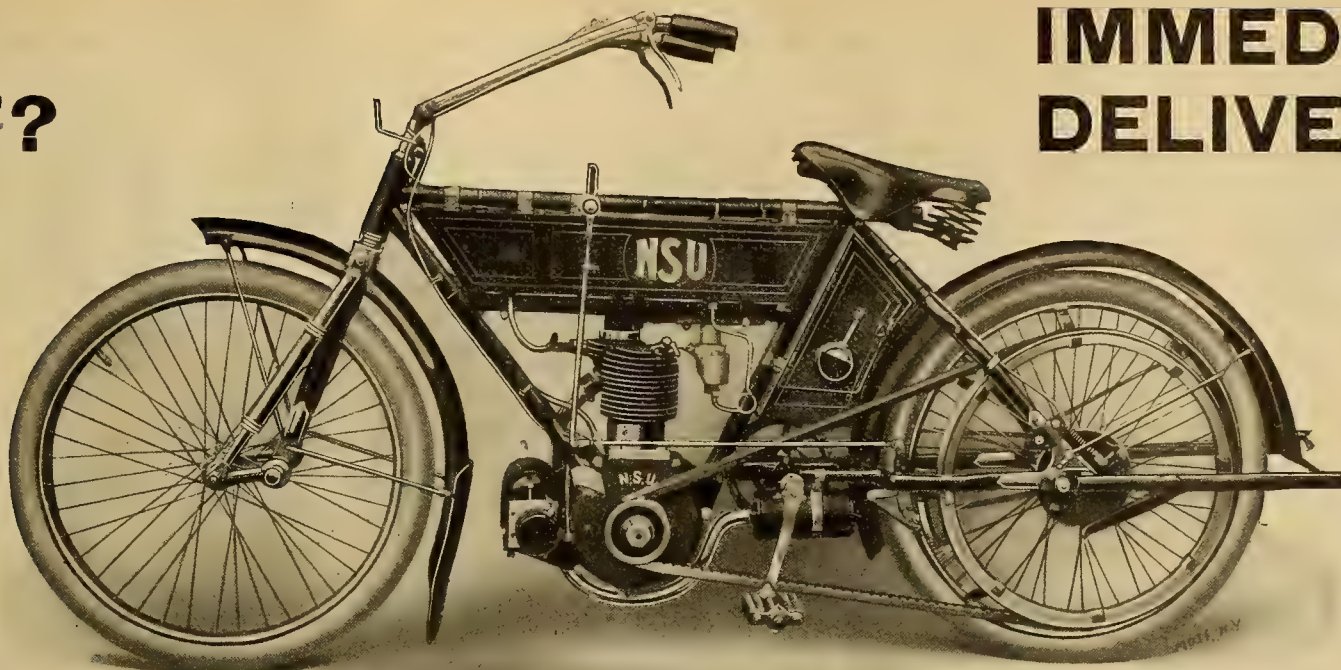
you are off. 5 to 1 on high, 9 to 1 on low. Write for complete specifications of this and our 4½ H. P. Single and 7 H. P. Twin.

A motorcycle with a neat, compact two speed and free engine pulley, that is simplicity itself in construction, positive in its action, whether in high, low, or free engine position. **THINK OF IT!** Start engine on stand anywhere, on the steepest hill or deepest sand and then by just pushing forward a lever

RELIANCE MOTORCYCLE COMPANY, 444 Main St., Owego, Tioga Co., N. Y.

WHY WAIT?

IMMEDIATE DELIVERIES



The Public's Opinion

Macy Sherow, Poughkeepsie, N. Y.

Your two speed is just O. K. I have no trouble starting 'whatsoever, mud and crowded streets don't bother in the least; would not part with the gear for twice the amount paid for it.

V. Jensen, New Orleans, La.

In my extensive tour of Louisiana, I traveled over roads impossible for autos, most of the roads were loose sand and clay, but my N. S. U. never failed me, never troubled me, never overheated; imagine running 6 hours on low gear in clay 4 inches deep. That shows quality and superiority.

Wm. Lampshire, Pittsfield, Mass.

I have ridden my 3 1/2 hp. N. S. U. 2,500 miles, over every road without spending a cent for wear or replacement—out of the numerous makes in my vicinity the N. S. U. is the only one ready to ride at all times,—never one minute spent for adjustment or repair.

Geo. Humphrys, New York City.

I have ridden the N. S. U. more than 6,000 miles and can say it has given perfect satisfaction. It is very clean, easy to manage, and a good hill climber.

F. S. Berry, Kansas City.

I have ridden an N. S. U. two speed with sidecar for 18,000 miles and have never had any replacements of worn parts, and without little or any attention.

S. L. Lyon, Los Angeles, Cal.

During the last two years of service I have covered 15,000 miles. Over the major part, the machine carried double load * * * not a repair or replacement due to fault of mechanism * * * and recent examination shows no wear * * * the materials, ideas of construction and workmanship are of the very best.

Zelmer Chipman, Sterling, Colo.

The 6 hp. Model de Luxe N. S. U. and Side-car is the smoothest and fastest I ever owned or saw. It will pull through more sand and up longer hills than most motorcycles without a side-car. There is no use trying to do justice to the N. S. U. with pen and ink.

John Wagner, Temple, Tex.

In my judgment the 6 hp. Model de Luxe N. S. U. is perfect. I am unable to comprehend how there can be any improvements added. I am exceptionally well pleased.

NSU

3 1/2 hp. F. A. M. Model

THIS model is in all ways of more worth and satisfaction giving qualities than any motorcycle of equal or even higher price.

The remarkable construction, the simplicity of motor, beauty of design and finish and the utterly noiseless engine serve to make this model particularly popular among those who desire to motor without trouble or attention and without draining the pocketbook.

We respectfully request all agents and individual riders to communicate with us regarding the complete specifications and assure a surprise to all in both quality and price.

WHY WORRY—WHY PUSH

TWO SPEEDS and FREE ENGINE

fitted to all N. S. U.

Just a card brings catalog "B."

N. S. U. MOTOR CO.

206 West 76th St. New York City

The Voice of the Press

Re: 3 hp. Twin Roadster:

There are many reasons why such a machine will become immensely popular. Its use is delightful, its handling uncommonly convenient; it has all the speed the law allows; it is a splendid hill-climber and has the means of attracting to motorcycling a highly desirable class of men.—BICYCLING WORLD, New York.

The N. S. U., a leader in the direction of two speeds, free engines, foot-rests and other of the conveniences of motorcycling, that we will all be enjoying shortly and wondering why we got on so long without them * * * There are accessories on them that are today being put on other motorcycles and labeled new.—MOTORCYCLING, Chicago.

I cannot but pass a high compliment to the N. S. U. camp. * * * The N. S. U. people obey the good rule of studying their buyers' needs—MOTORCYCLE ILLUSTRATED, New York.

The N. S. U. two speed gear is another fool proof mountain conqueror with a spotless reputation. * * * The Roadsters—both solve the transmission problem without discarding the light belt drive—all details are well considered and have many years of experience behind them.—MOTORCYCLING, London.

The N. S. U. still aspires to the honor of being the best motorcycle in the world and its claims—are well worthy of serious attention.—INTER-OCEAN, Chicago.

The machine is provided with two brakes, a feature which cannot be too highly recommended—and is designed for those who desire to obtain the greatest degree of service and endurance.—NEW ENGLAND AUTO JOURNAL, Providence.

The motorcycles throughout are made of the very best raw materials obtainable, and are built completely in every respect under one roof.—R. F. D. NEWS.

STOPPED!

The manufacture of Armless Brakes by

The Atherton People

The Buffalo Metal Goods Co., of Buffalo, N. Y., under date of December 23, 1909, have notified us that

"We will cease immediately from using the armless device as covered by the patent."

(The patent referred to is our O'Horo patent covering the Musselman Coaster Brake.)

**All Infringers of This "Armless"
Feature Will Be Prosecuted**

THE MIAMI CYCLE & MFG. CO.

Middletown, Ohio

Coaster Brake Licensees

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, February 19, 1910

No. 22

DEAD PATENT DECLARED INVALID

Arnold-Schwinn Get Post Mortem Decision in Bottom Bracket Suit—Another Court had Upheld Patent.

Despite the fact that in 1905 Judge Ray, sitting in the United States Circuit Court in Buffalo declared the bottom bracket patent valid and strongly held that "the defendants infringe beyond any doubt whatever," on Monday last Judge Kohlsaat, sitting in the United States Circuit Court in Chicago, ruled that the same patent "is not valid" and ordered that "the bill be dismissed for want of equity."

Judge Kohlsaat's decision was rendered in the long pending suit of the Pope Mfg. Co. vs. Arnold, Schwinn & Co., of Chicago, for infringement of the bottom bracket patent in question, No. 392,972, issued November 13, 1888, and which expired more than four years ago, after having been a cause of more or less continual warfare in the cycle trade. At one time a number of bicycle and parts manufacturers pooled issues and fought it, and with the H. P. Snyder Mfg. Co. as the nominal defendant it was pressed to a decision before Judge Ray, who gave judgment for the Pope company in the unqualified language quoted.

Arnold, Schwinn & Co. were one of the few manufacturers who did not then recognize the patent. Suit had been entered against them late in 1903, but due to various causes it was not pressed to an issue until 1908, for although the patent had expired in the interim, they yet were liable for a large amount of accrued royalty on several hundred thousand bicycles. The case, however, was refought solely on the merits of the patent, and unless the Pope Mfg. Co. appeals from Judge Kohlsaat's decision—a move which is contemplated but which has not been definitely determined—lawyers' fees and not royalty are all the now jubilant Chicago firm will have to pay.

All of the voluminous evidence taken before Judge Ray was made a part of the testimony before Judge Kohlsaat, who nevertheless rendered a directly contrary opinion. He appears to have given more credence and found more corroboration of the testimony of one Gould, a peculiar character from Great Britain, who, after supporting the fight against the patent, once offered to "sell out" to the other side for the modest sum of \$50,000.

(Continued on page 807.)

Exhaust Whistle Patterns Disappear.

Master patterns of an invention by Harvey L. Fisher of a motorcycle exhaust whistle were stolen from the machine shop of the Donaldson & Fisher Co., 218-220 West Kinzie street, Chicago, by burglars Friday night of last week. The theft was reported to the police immediately. The burglars broke into the building and ascended in an elevator to the fourth floor. Fisher believes the theft was committed by some person attempting to steal his invention.

Providence Firm Dissolves Partnership.

J. E. Nisbett and J. C. Loftes, trading as the Elmwood Cyclery, in Providence, R. I., have dissolved partnership, Nisbett retiring. Loftes will continue the business under the same style at 690 Public street, and in addition to selling Pope bicycles, he will handle the Harley-Davidson motorcycle in Providence and the surrounding territory.

New Firm Formed in Galesburg.

The Motor Bicycle Co. is the style of a new firm which has been formed in Galesburg, Ill., by Carl V. Seaholm and S. G. Weidenhamer. They have located at 438 East Main street, where they will handle Harley-Davidson motorcycles.

Two El Paso Dealers Add Motorcycles.

The Freeman Cycle Co. and the Allen Cycle & Arms Co., both of El Paso, Texas, have "taken on" motorcycles. The former has the Yale agency, the latter the Excel-sior representation.

CONTINENTAL QUICKLY SETTLES

Its Appeal Denied, It Pays up and Obtains Tillinghast License—Full Text of Court's Decision.

Having lost its appeal to the United States Circuit Court of Appeals, which, like the lower tribunal, sustained the validity of the Tillinghast patent on the single tube tire, the Continental Rubber Works, of Erie, Pa., lost no time in making its peace with the Single Tube Automobile and Bicycle Tire Co., the owner of the patent and the complainant in the proceedings. Early this week the Continental company not only paid in full the amount of royalty due on all single tube tires it ever has produced, but applied for and was granted a license to continue their manufacture under the provisions of the patent, which, by the way, will expire in August next.

The appeal which sustained the patent was rendered, as reported by the Bicycling World last week, by Judges Gray, McPherson and Lanning, the opinion, written by the last mentioned, being as follows:

The patent in suit is No. 497,971 and was granted May 23, 1893, to the inventor, Pardon W. Tillinghast. It is for an improvement in pneumatic tires. The only claim involved in the present litigation is claim 2, which reads as follows:

"A pneumatic tire, composed of a rubber tube, an intermediate layer of fabric, and an outer covering of rubber, substantially as described, having all its rubber joints and component parts simultaneously vulcanized together, forming an integral annular tire."

The claim was sustained by the circuit court for the district of Massachusetts in 1899 in *Dodge v. Porter et al.*, 98 Fed. 624, and by the court of appeals for the first circuit in 1901 in *Porter v. Single Tube Automobile & Bicycle Tire Co.*, 112 Fed. 423. It was also sustained by the circuit court in the present case. The defendant, Continental Rubber Works the appellant here, was also adjudged guilty of infringement. The bill in the present case was filed October

24, 1904. The proofs do not show how long before that date the defendant had been manufacturing the alleged infringing tires, but in their brief the counsel for the defendant say that the bill was filed "upwards of a year after said manufacture had commenced." Between 1896 and 1897 many licences had been taken from the complainant by manufacturers in the United States, and between 1900 and 1907 the royalties paid by the licenses amounted annually to sums ranging between \$62,000 and \$148,000. In May, 1908, when the complainant commenced to take its rebuttal testimony, Tillinghast, the inventor, was dead. Other witnesses examined in the case of *Dodge v. Porter* were also dead.

The application for the patent in suit was filed September 2, 1892, that application being a substitute for one then withdrawn which had been filed November 20, 1891. The complainant, the appellee here, concedes that a certain article published by I. W. Boothroyd in "The Cyclist," an English publication, on December 3, 1890, was a disclosure of all that is contained in claim 2 above quoted, and that the complainant, to sustain the claim, must show that Tillinghast's invention antedated the Boothroyd publication. In his opinion in the court below, Judge Buffington said: "We have carefully examined all the proofs, and without going into detail of discussion have reached the conclusion that as early as July, 1890, Tillinghast had a clear conception of his pneumatic bicycle tube embodying the elements of his second claim, and that prior to September following he disclosed the same to the witnesses Ricketts, Rueckert and Johnson." This finding of fact should not be reversed unless clearly wrong. It cannot be reversed without rejecting the testimony of these three witnesses as utterly unreliable. It is earnestly contended by the counsel for the defendant that it is unreliable. A small pocket memorandum book, produced by Ricketts and used by him in giving his testimony, contains on the tops of some of its pages memoranda bearing later dates than the memoranda under them. The book, however, shows that the memoranda were of various unrelated kinds, and no reason appears why they should have been made in chronological order. Inde-

pendent of the testimony of Ricketts and of Rueckert is that of Johnson, who testified in the most unqualified manner that the disclosure was made by Tillinghast to him shortly after his return, on July 8, 1890, from Minnesota, where he had been to attend the wedding of his brother. We are content not to disturb this finding of fact by the circuit court, which accords also with the finding of fact on this point by the circuit court of the district of Massachusetts in *Dodge v. Porter*, supra, where Judge Colt said:

"The evidence shows that Tillinghast invented his single-tube pneumatic tire, and disclosed it to others, as early as the summer of 1890, and that, consequently, his invention antedates the Boothroyd article in the Cyclist, describing a single-tube tire, which was published in England in December, 1890."

The only question remaining to be considered is whether Tillinghast was reasonably diligent in reducing his invention to practice. Tillinghast conceived his invention as early as July, 1890. There is no proof that the Boothroyd conception ran back to that date. The conception is not which of the two, Boothroyd or Tillinghast, ran the faster in giving to the world a material and practical exhibit of his conception. It is simply whether Tillinghast, the first to conceive the improvement, was reasonably diligent in putting into a practical and useful form the idea which he expressed to others in July, 1890. If he was, his patent is valid notwithstanding the later conception of Boothroyd was given to the world before Tillinghast had succeeded in putting into actual use one of his tires. Such is the rule established by the authorities. *Reed v. Cutter*, 1 Story, 590 and Fed. Cas. No. 11,645; *Marshall v. Mee*, Fed. Cas. No. 9,129; *White v. Allen*, 2 Cliff, 224, and Fed. Cas. No. 17,535; *McCormick Harvesting Mach. Co. v. Pneumatic Scale Corporation*, 166 Fed. 288.

In the court below Judge Buffington found, as a fact in the case, that "Ricketts, in August (1890), under Tillinghast's direction, made a tire embodying the invention, and that from that time forward Tillinghast diligently followed up his conception and reduced the same to practice." The

defendant, however, insists that between the summer of 1890 and March 28, 1891, Tillinghast was spending his time on other inventions, and that during that period he did nothing in the way of perfecting the particular invention now under consideration or of adapting it to use. But the finding of the court has a very substantial basis. Ricketts says that he made a sample of the tire described in claim 2 of the patent in August, 1890. Schmeltz, a draftsman, says that he visited the very modest workshop of Tillinghast about two weeks before November 3, 1890, and there saw samples of parts of such tires. And Ricketts says that a considerable number of such tires were made in March, April, May and June, 1891.

The evidence of the subject of diligence in reducing to practice the conception of July, 1890, is necessarily confined to what can be learned from those who have survived Tillinghast and who recall conditions existing between fifteen and twenty years before their testimony was given. Tillinghast was a poor man. His workshop was a small place in the basement of a building in Providence, R. I., which he seems to have rented at the price of four and a half dollars a month. His experimental work was done mainly by himself. That work was not in perfecting the conception, but in turning out, with his limited facilities a completed pneumatic tire. Considering his poor equipment for mechanical work, and the conditions under which his limited means compelled him to carry on that work, we are not prepared to say that he was not reasonably diligent in reducing his conception to practical use. The circuit court has found that he was. There are facts to support that finding, and we are not disposed at this day, only a few months before the patent will expire, ten years after it was sustained in *Dodge v. Porter*, after many of the largest manufacturers of bicycle tires in the country have assumed its validity by paying to the complainant, under licenses granted to them, hundreds of thousands of dollars in royalties, and after death has removed the inventor so that he is not here to tell us in greater detail the nature of his work between July, 1890, and March, 1891, to overturn what the circuit court has done.

The decree will be affirmed with costs.

Spiral Springs to Assist Mixture.

By inserting a long spiral spring in the inlet pipe of his engine, a foreign expert claims to have achieved remarkably good results in the way of improving the action of his carburetter and so in increasing the power of his engine. On the theory that as it stood the carburetter permitted a considerable proportion of the gas to pass into the cylinder without being completely mixed, the spring was introduced into the pipe as a sort of baffle plate. The gas passing over the coils of the spring was deflected and also given a slight swirling or rotary motion, as a result of which the uniformity of the mixture was considerably improved.

Rubber Again Begins to Rise.

After several months of fluctuation about lower levels, the price of crude rubber again advanced to and passed the \$2 mark early this week. As quoted in the New York market on Tuesday of this week, the price asked for the up-river fine quality was

\$2.03, the highest since last October. Other grades have advanced proportionately. In general the rise in price is attributed to local conditions at the Brazilian shipping points, sales in New York and Liverpool being reported as light with manufacturers for the most part out of the market. The lowest price quoted since the first of the year was \$1.74½, which was reached about the middle of January. Since then the price has averaged around \$1.85.

Motorcycles Staged at Three Shows.

Motorcycles were prominently displayed at three automobile shows which were held in various sections of the country the past week. At Hartford, Conn., George S. Maslen exhibited the Indian at the show held in Foot Guard Armory, this being the only motorcycle shown there. In Rochester, N. Y., A. D. Cook, the Curtiss representative, occupied space at the show held in Convention Hall, while its neighbor, Buffalo, also had a show in the Broadway Arsenal, at which the Indian, Excelsior

and M-M were displayed by the local agents.

To Protect Inlet Valve Cotter Pins.

To reduce the wear and to prevent the cotter pin in the inlet valve stem from breakage, a rather ingenious device has been employed abroad, which may be tried out by any one who has access to a few tools such as are on any machinists' bench. The stem is first threaded nearly down to the guide in the cage, and a nut and lock nut run down over it and tightened up at a point just far enough above the guide to allow the valve to open to its full width. The repeated hammer blows due to the popping open of the valve when the engine is running thus are taken up by the nuts instead of by the cotter pin, which ordinarily bears the full responsibility of withstanding the continual hammering which the action of the valve involves. The end of the spring is bent in such a way that it can be hooked through the old cotter pin hole.

ENGLISH EXPORTS TOP \$8,000,000

Foreign Business During 1909 Best Since Boom Year—Fittings Account for Most of the Large Total.

Unlike the American export trade, Great Britain's foreign business in bicycles and parts thereof, not only long since recovered from its "bad time," but during the twelve months of 1909 attained the greatest volume since the boom year, 1896, when it reached a value of \$9,200,000. Last year, according to the official statistics just issued, the bicycles and parts exported were valued at \$8,100,000, an increase of \$1,100,000 during the year.

As has been the case during late years, parts and not complete machines were responsible for by far the larger share of the business. Of the total, they accounted for \$5,800,000. The complete bicycles, to the number of 105,135, made up the remainder of the handsome total. The record of the last two years is as follows:

	1909	1908
Number of complete machines	105,135	99,378
Value thereof	£463,337	£461,913
Value of parts	1,175,270	957,086
	£1,638,607	£1,418,999

While the export of complete bicycles has increased in number, their average value steadily has been declining. For 1908 it works out at £4 13s. as against £4 9 s., while in 1905 it was £6 9s.

The manner in which the British exports rose and fell and rose again is shown by the following record for the period since the boom year, 1896:

1896.....	£1,855,604	1903.....	£849,281
1897.....	1,430,320	1904.....	739,971
1898.....	960,939	1905.....	945,490
1899.....	662,108	1906.....	1,140,595
1900.....	531,169	1907.....	1,288,406
1901.....	577,055	1908.....	1,418,999
1902.....	718,037	1909.....	1,638,607

In respect to imports, the most prominent feature is the almost complete disappearance of the foreign built bicycle from the British market. Only 521 machines reached there last year, their value being £3,700, as against 772 (£5,356) in 1908.

On the other hand a steadily increasing quantity of foreign parts is finding its way into the United Kingdom, last year's total being £172,958, as contrasted with only £150,863 in the preceding twelve months. The combined imports of machines and parts for the three years, 1909, 1908 and 1907, were, respectively, £176,668, £156,219 and £170,845. There has been a corresponding upward tendency in the re-exports, which bring the net imports for last year to £163,373, these figures comparing with £143,485 in the year 1908.

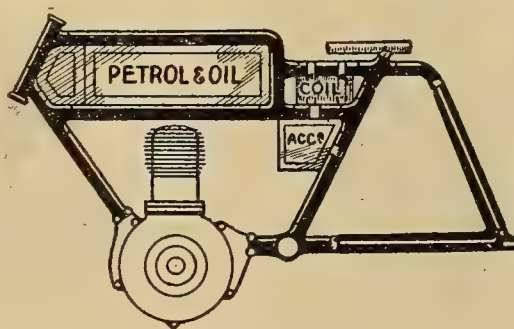
When the Cylinder is Removed.

Occasion often requires that the piston or wrist pin be removed, and where the construction will permit and no other dis-

mantlement is necessary the job frequently is done without removing the engine from the frame. After the cylinder has been taken off, a precaution which always should be observed before attempting to remove the cotter pins in the set screws which secure the wrist pin, is to stuff a cloth in the opening in the crank case to prevent a cotter from slipping down among the fly wheels. When this happens it means a disagreeable job of pulling the case apart, or running the risk of the pin being thrown among the gears and considerable damage being done when the engine is started.

Frame with Many Good Features.

One of the best examples of rebuilding a motorcycle frame to secure a low saddle position and yet retain strong, straight



lines and eye pleasing design, which recently has come to light, is exemplified in the accompanying illustration, which depicts a foreign conception of a low frame. The long head, symbolical of strength, is retained, while the union of the lower truss with the diagonal tube is so calculated as to give a desirable and much needed reinforcement at a vulnerable point, viz.—the bottom of the head cluster, where the strain of both steering and engine support mainly comes. Instead of a gradual slope towards the rear the top tube is stepped down abruptly and unites with the lower cross member. The central cross tube is extended beyond the rear of the seat mast and curved downward to unite with the rear stays, thus preserving their original angle. This also obviates the necessity of inserting new stays to meet at the seat cluster, and which, on account of their greater rake, would not have preserved the same amount of strength in the rear stays as the present construction. By making the top tube horizontal instead of sloping, beneath the saddle, it is possible to obtain a more forward position without altering the height of the saddle. Another feature of the construction is that it permits of neatly designed and well protected tanks, and the placing of the ignition appliances in an accessible and yet protected position.

British Motorcycle Exports Growing.

During 1909, England exported 1,893 motorcycles, valued at £69,188, and parts to the value of £36,366, a total of £105,554, as against £57,354 during 1908. In the same period its imports reached a value of £70,516, of which £29,480 is represented by parts. In 1908 the imports amounted to £65,440.

PRICE-CUTTER PAYS BIG PENALTY

Court Rules He can Neither Buy nor Sell Goods Affected—Unusual Phase of Patent Exploitation.

Manufacturers in the cycle and accessory trade, after setting fixed prices on their goods, frequently encounter the difficulty that is met with in other lines of business, in preventing a demoralization of those prices by concerns who cut prices, but that there is a remedy at hand for many of them is indicated by events which go to prove the efficient use that may be made of controlling prices on a patent basis. Actual results and tests before the courts go to show that patents not infrequently may be made to serve equally well in curbing price cutters as in preventing infringing manufacture.

Although the principle is old in patent law, it is not generally recognized that a patent, in addition to giving the patentee the right to control the manufacture and the use of the subject of the patent, also gives him the right to control the manner in which it shall be "vended" or sold, and no matter how arbitrary the patentee's regulations in this respect may be, he may exact their observance from anybody who wishes to make use of the patented article. This lately has been taken advantage of by several manufacturers of motor car accessories to maintain the prices they set on their goods, and to keep the latter in the legitimate channels.

Among the cases where injunctions have been obtained against price cutters, preventing them from handling the complaining manufacturer's goods at cut prices, is a recent one in the United States Circuit Court for the Southern District of New York, involving a New York jobber and retailer against whom an injunction was issued not only preventing his cutting prices but also forbidding him from handling the goods at all. The manufacturers in the case sell all their goods with "patent license" tags and labels attached, stating the price at which each article is to be sold and indicating that their sale at any other price is not only a violation of the manufacturers' patent rights but invalidates the license to use or sell the article.

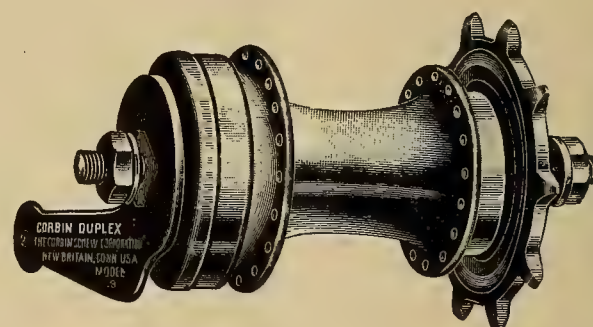
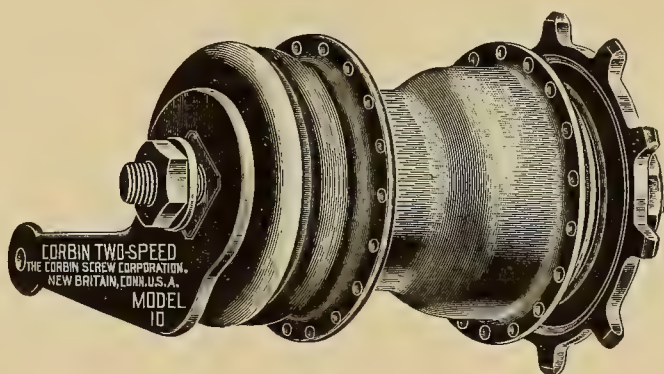
The defendant ignored the terms of the "license" attached to the goods and was made to answer for it in court. He was enjoined from handling the goods, under heavy penalty for violating the injunction. An attempt on his part to have the injunction modified so that he could handle the goods if he would hold the manufacturers' prices resulted in failure, the Court declaring that the manufacturers were well within their patent rights in declaring him "objectionable" and in imposing the conditions they imposed, all of which were pronounced "reasonable and proper."

Even before "the buds begin to blossom and
the birds begin to sing,"

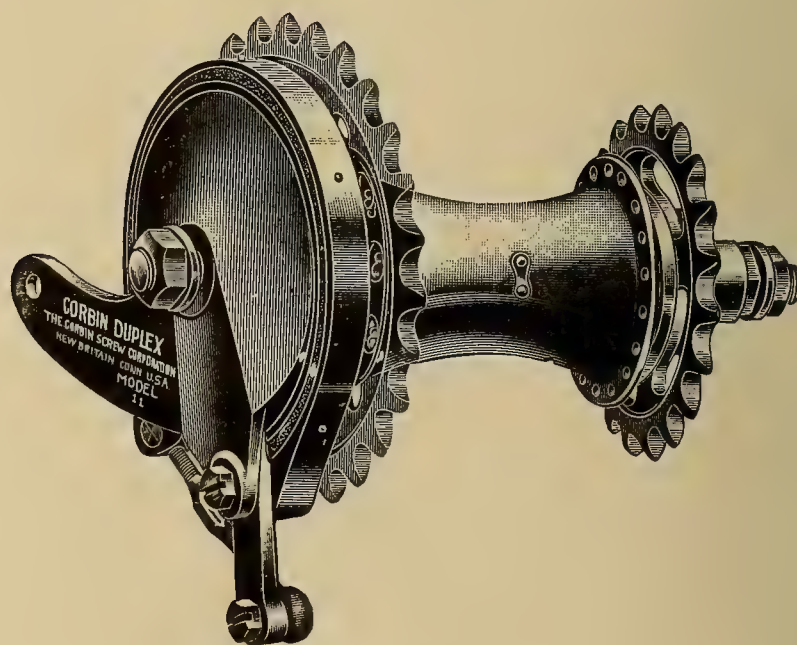
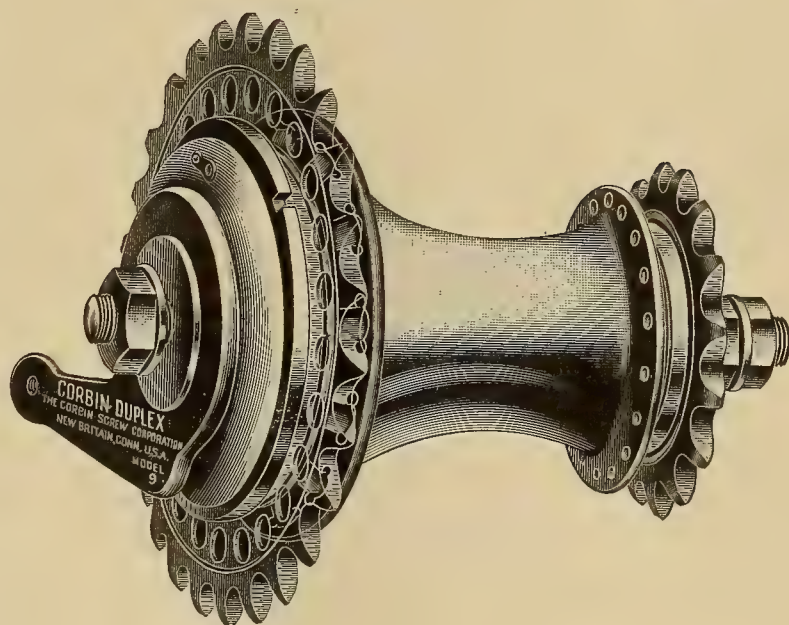
there comes

The Call for Coaster Brakes

which means that the dealer who already has not laid in a stock of



CORBINS



has no time to lose if he means to bid for the replacement
business. Corbin quality always is above par and with
more than one model to offer, not many customers should
get past the dealer who "knows his book."

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 19, 1910.

"We are getting excellent results from our advertising in the Bicycling World."—
Minneapolis Motorcycle Co.

Patents and Patent Exploitation.

The post mortem decision affecting the bicycle bottom bracket patent, which expired long since, and the one relating to the patent on the single tube tire, which patent has but a few months' life left in it, serve to recall that few, if any, subjects of contention or litigation remain to vex the bicycle industry. It has reached that ripe age of dignity which brings with it peace and quiet, and all danger of general warfare or great internal disturbance appears to have passed; if it were not for the stripped bicycle, which long has been in the nature of a poison in the trade system, the business would be free from suggestion of even local troubles.

That the newer department of the industry, the motorcycle department, has been so wholly free from trouble and threats of trouble arising from patents is remarkable if not significant. Whether this freedom is the calm that precedes the storm is merely an interesting speculation, and whether the storm will break when the motorcycle is more conspicuously in the public eye is a conjecture of the same nature.

The situation is the more remarkable because the automobile industry, which has a few things in common with the motorcycle trade, is fairly inundated with alleged "basic" patents. The Selden patent, which is claimed to be the key to the whole automobile structure, is but one of many.

Manufacturers and dealers scarcely have known when they were absolutely safe in producing or in buying or selling anything, for many of the parts and accessories also have been plastered with "master patents." For since the day of the patents on the bicycle bottom bracket and the single tube tire, the methods of exploiting or "working" a patent have developed amazingly. While popularly defined as "a license to sue," a patent also has been described as "the only genuine monopoly," and this latter is the definition which the average owner now endeavors to bring to bear. In the case of the Selden automobile patent, it is generally considered that it has had a steadying and beneficial effect on the automobile industry and has checked scores if not hundreds of mere promoters and boomers, while the extent to which a patent can be made to control prices is well illustrated by the instance cited in another column, and in which a price-cutting dealer was not only forbidden to sell the article in question, but even to buy it, simply because the patentee considered him "objectionable."

Doing Business at a Profit.

In their way of figuring profits not a few dealers are wrong in their arithmetic. Because of this, the profits which they think they are making on their sales do not turn up as real money in the cash drawer. Where the biggest mistake is made is in believing that the difference between what they pay for an article and what they sell it for is pure profit; or, to express it in another way: To buy a thing for 40 cents and then sell it for 50 cents is selling it for more than was paid for it, but it may not be (and probably is not) selling it for more than it costs.

The real profit on anything a dealer sells is not nearly so great as he thinks it is if he believes that every cent he gets above what he paid the jobber or manufacturer for it is clear gain. This kind of reasoning has put thousands of business houses into bankruptcy.

There is a very big difference between what one pays for an article of merchandise and what it costs before it is delivered to a customer. In really arriving at as ac-

curate estimate of what a thing costs the dealer must add to the price he pays for it such items as store rent, clerk hire, lighting cost, transportation charges, stationery, postage, repairs and replacements to fixtures, advertising, proprietor's time on a salary basis, insurance, losses by bad debts, bookkeeping, taxes, and a host of incidentals. Every one of these items apply in some proportion to each single article the dealer has in his place for sale.

Big companies spend tremendous sums of money in maintaining large corps of expert accountants for no other purpose than to find "costs," so that everything they sell may bear its proper share of the expense of doing business before a selling price is put on it. Such concerns do not fall into the error of figuring "cost" as merely the price they pay directly for the goods.

On many things the retail selling price is more or less rigidly set by the manufacturer, but on others the dealer has to use his own discretion as to the price which is to be asked. Some dealers are either so weak-kneed or so over-anxious to please their customers that they shade prices as much as possible, making either quick mental or pencil calculations as to how close to "cost" they are selling, when as a matter of fact they are going considerably below actual "cost," through their error in taking the price to them as their cost.

All the losses which the dealer has to bear through customers occupying his time or the time of his employes in asking idle questions, needless discussion, using bench tools and interfering with the workmen in the repair department, and getting free adjustments or replacements, must be considered in the business expense, and everything the dealer has to sell, from merchandise to repair work, must be placed at a price that will take all expenses into account. Cutting prices on machines, accessories, supplies or repair charges generally is due to the dealer being altogether too frightened by the bogey of competition or loss of trade and to the fact that he greatly under-estimates his "costs."

To say that it is better to do a small business and make a profit on it than to do a large business and just "keep even" or lose money, sounds like an obvious platitude, but there are plenty of dealers who would do well to consider their own business in this relation. It is commercial suicide not to make a real profit on what one sells and it is a commercial blunder to figure "cost" too low and on a false basis.

CORRESPONDENCE

Some Merits of the Roller Chain.

Editor of the Bicycling World:

While I use and advocate roller chains, and am just now using a $\frac{1}{2}$ -inch pitch, I cannot confirm what Mr. R. D. Webster said about the $\frac{1}{2}$ -inch pitch transmitting any more power, or making a bicycle any more easily propelled than with 1-inch pitch roller chains; nor do the makers with whom I have corresponded make any such claim. I wrote the Hans Renold company, in England, about it, and they replied that they did not know any advantage the $\frac{1}{2}$ -inch or $\frac{3}{8}$ -inch pitch chain had over the 1-inch pitch, except that perhaps it lent itself a little more easily to bending around a small sprocket. They did not claim that it was any stronger, or would wear any longer, or lengthen any less quickly.

Others have suggested that the $\frac{1}{2}$ -inch pitch chain was less liable to "jump" when badly worn. But that is not much recommendation, because when any chain, $\frac{1}{2}$ -inch or 1-inch pitch, roller or block, is so far gone that it is very liable to jump the sprockets, it should be discarded. Other chain makers have written me to the same effect.

My experience shows these as the main points of superiority over the block chain: Chiefly, its more agreeable action under unfavorable conditions, such as mud, rain and dust. Then, its smoother and quieter running. Lastly, it does not need such frequent care, and will safely stand more abuse than the block chain. Simply a drop of oil in each joint will lubricate for from 50 to 80 miles or more, according to weather conditions, with occasional cleaning. A block chain needs cleaning often and requires both oil and graphite.

I consider the 3-16 width chain more economical—that is, longer lived—than the $\frac{1}{8}$ -inch; but my wheel is fitted for $\frac{1}{8}$ -inch width, so I use it, and it certainly is a neater looking one.

I asked the Hans Renold people if there was the same objection among racing men in Great Britain to the roller chain that there is in this country. The reply was, "Yes, they claim that they cannot 'jump' as quickly as with a block chain; but we do not know any good reason for such objection." Is it not simply a tradition handed down from generation to generation of racing men?

H. H. WHEELER,
Los Angeles, Cal.

How Difficult Starting was Remedied.

Editor of the Bicycling World:

Being a motorcycle enthusiast I recently subscribed to your paper and find it very interesting and instructive. An article in a late issue regarding the difficulty experienced in starting some machines equipped with magnetos calls to mind a case of the kind which came under my observation not

long ago, the relation of which may be helpful to some one and possibly persuade some manufacturers to look more closely to the condition in which their machines are sent out.

In the case referred to a machine with an improperly timed magneto was shipped from the factory to a dealer in the vicinity and he had great difficulty in starting it. Being new in the business he was unfamiliar with the fine points of motorcycles, and therefore was unable to discover why the machine was so hard to start. The matter was causing him considerable mental distress when one day I happened in his store and he appealed to me to take a look at things and see if I could locate the trouble.

Always glad to help others whenever opportunity offers, I took hold and by a process of elimination narrowed the possible causes of failure to start readily down to the ignition, and soon found the answer here—the magneto was timed too late. When the grip was turned so that the contact breaker was fully advanced the spark did not occur until the piston had started down about an eighth of an inch on the explosion stroke. This tardy occurrence of the spark made the machine very hard to start when the valves were dropped and the contact breaker advanced enough to render inoperative the ground spring on the magneto. I found it necessary to advance the armature gear four teeth to secure the proper timing, and when this was done the ease with which the machine started was a revelation. The manufacturer's attention was called to the matter and they contended that the machine never could have left the factory in such condition and made a few other feeble excuses that caused me to wonder what sort of testers and inspectors were employed in that factory.

I think that motorcycling is an ideal sport, and having had considerable experience repairing gasoline engines, I can appreciate the great advantage of being able to help myself when trouble comes, for this invaluable knowledge makes possible the enjoyment of the sport to its fullest degree.

H. B. SWEIGART, Lancaster, Pa.

Renting Motorcycles as a Business.

Editor of the Bicycling World:

Can you inform us if there are any concerns in New York or elsewhere who rent motorcycles as a business proposition? If so, will you please give names and addresses of such concerns. If you know of no one now renting machines, can you advise if this has ever been tried, and with what success? In fact, any information that you can and will give us on this matter will be appreciated.

HICKMAN-BAR CYCLE CO.,
Birmingham, Ala.

[We know of no one who ever has engaged in a rental business, save on the most limited scale, as, for instance, the rental of a machine for a special occasion

COMING EVENTS

February 25, Baltimore, Md.—Brooklyn Cycle Club's home trainer meet; open.

February 28-March 5, Buffalo, N. Y.—Twelve hours a day six days race in Broadway arsenal; professional.

March 2-3, Keene, N. H.—Consolidated Motorcyclists' second annual bicycle and motorcycle show.

April 10, Washington, D. C.—Washington Sports Association's sealed reliability motorcycle run; open.

to a man of personal acquaintance. For some time to come it is unlikely that it will prove either a very desirable or a very profitable venture.]

Seeks Causes for Lack of Power.

Editor of the Bicycling World:

Will you please tell me what may be the chief reason why my $2\frac{3}{4}$ horsepower Indian lacks the power of a new one. It is about 18 months old and looks to be in very good condition. It has new batteries, the spark looks all right and the compensating sprocket is tight, but the spark plug has not been changed for six months.

A. D. AGUILAR, Mexico.

[If the valves are of the automatic type, the most probable cause of lost power is a weakened inlet valve spring; it undoubtedly requires renewal. The next most likely cause is loss of compression due to worn piston rings, which also may need renewal. If compressing is lacking, it easily may be detected by pedaling the machine with the spark off and valves closed or by "jacking up" the rear wheel and standing on the pedals. If it has not recently been done, the engine undoubtedly will be much improved by a thorough flushing out with kerosene (coal oil).]

Starting Position in Handicaps.

Editor of the Bicycling World:

In starting in a handicap race is a man compelled to start near the pole, provided he only accepts the handicap allotted him? I know it is customary for officials to request the riders to do so, but apparently they are not familiar with the rules. As the whole track is roped off for the riders, starting a few feet from the pole, interferes with no one.

R. J. HOOVER, Buffalo, N. Y.

[There is no specific rule covering the point, but under the general authority given him, a referee has ample power to position the riders as he deems best. On banked tracks, custom and fairness require that competitors start close to the pole and this procedure is almost invariably followed; on flat tracks adherence to the custom, while usual, has not been so rigid; but the referee's judgment and directions are sufficient to decide the point.]

KRAMER'S SPRINT SETTLES RACE

**Champion Proves He Can "Go Some" at
End of Long Grind—Lawrence Real
Surprise of Newark's Six-Days.**

Pos.	Teams.	Miles.	Laps.
1	Kramer and Fenn	1,328	7
2	Lawrence and Wiley	1,328	7
3	Moran and Lawson	1,328	7
4	Bedell and Bedell	1,328	7
5	Hehir and Pye	1,328	7
6	Krebs and Anderson	1,328	6
7	Bardgett and Collins	1,328	6
8	West and Galvin	1,328	6
9	Rupprecht and Mitten	1,328	6
10	Smith and Hill	1,328	5

As was freely predicted, Frank L. Kramer, of East Orange, N. J., won the ten-hours-a-day six days race that finished in the First Regiment Armory, Newark, N. J., Saturday night last, 12th inst. W. S. Fenn, of Bristol, Conn., who was Kramer's partner in the 60 hours grind, shares the honors and cash with his illustrious team mate. Percy O. Lawrence, of San Francisco, Cal., finished second, James F. Moran, of Chelsea, Mass., was third, and John Bedell fourth. Patrick O'Sullivan Hehir, of Australia, was the last man to cross the tape when the mile sprint to decide the tie between five teams ended. Hehir had expected to do better.

The final mile sprint was the feature of the entire race and when it was called at 11.05 o'clock Saturday night the First Regiment Armory was packed and jammed with spectators despite the fact that the promoters had taken a leaf from Paddy Powers's book and doubled the admission. The riders comprising the second division were the first to ride off their tie and Krebs, Bardgett, West and Rupprecht were selected to ride for their teams.

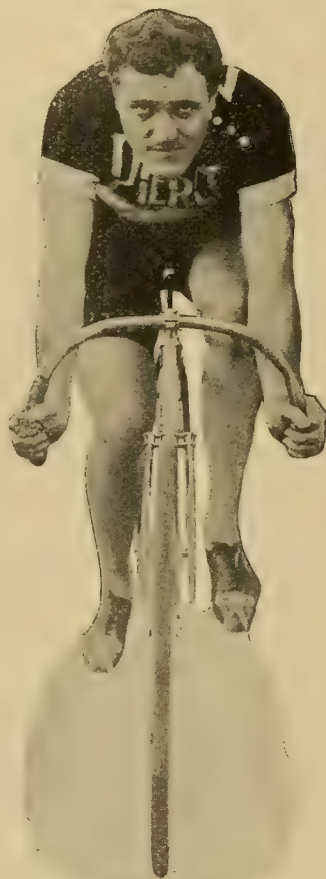
Floyd Krebs showed some of his old time speed in finishing first among the riders tied for sixth money. Krebs went to the front at the start and remained there until the finish. He began to unwind at the beginning of the seventh lap and Bardgett, who was trailing, did not jump until about the last 25 yards of the race. Krebs won by a half length from the Buffalo crack with West third and Rupprecht fourth. The team of Krebs and Anderson therefore received sixth money, Bardgett and Collins seventh, West and Galvin eighth, and Rupprecht and Mitten ninth. Smith and Hill, who were two laps behind the leading division, received tenth money.

It was the sprint between the five leaders tied for first money that caused the crowd to stand on tiptoe until it was all over. It had been expected that Lawson would do the sprinting for his team, but because of injuries received earlier in the week, as detailed in last week's *Bicycling World*, Moran went into the final mile, with Kramer, Lawrence, Hehir and John Bedell.

To anyone at all familiar with bicycle rac-

ing it was apparent after the first half of the last mile that Kramer, Moran and Hehir were in a combination to gobble up the first three prizes. Kramer went off in the lead, followed by Lawrence, but going into the second lap, Moran and Hehir came up and spread out alongside Kramer, so that it would have been impossible for either Lawrence or Bedell to have gotten around. There was more jockeying in the third lap when Moran went to the front, with Kramer on his wheel and Hehir next. Then for the next two laps it was Hehir and Moran, while on the seventh Moran let Kramer get a position behind Hehir.

Then came the sensation of the race, a strategic move upon the part of Lawrence



FRANK L. KRAMER

that completely upset the "big three" combination, and almost robbed it of first money. Coming into the eighth lap, Lawrence jumped, and it was a pretty endeavor, too. Lawrence passed the quartet like a flash and sprinted for all he was worth. When the bell clanged the last lap Lawrence was still leading, but Kramer was hot on his trail. Lawrence did not have sufficient stamina and tired in the home-stretch, Kramer winning by a length. Moran made a strong bid for second money, but missed his calculation and John Bedell came in fourth. The jump of Lawrence evidently took the heart out of Hehir for he apparently made no effort to finish, but just jogged in last.

The final day's racing was not exciting as there were no real attempts to steal laps. At 8:25 o'clock Anderson started a hard grind in an apparent endeavor to tire the field. He kept up his sprinting for 25 laps. Hehir was the next man in front, but when it was seen that he was stalling, Anderson

again went to the front and ground out six laps at a speed that parched some of the riders' tongues. Later in the evening Anderson drank some champagne and the result was a wild sprint for 25 or 30 laps.

The riders were paid off at Frank Mhlon's on Monday afternoon, their share being 35 per cent, of the gross receipts, which amounted to \$6,739.37. The riders' share of the receipts came to \$2,358.78, this amount being proportioned by percentage. Kramer and Fenn carried off \$461.60 for finishing first, while Ben Hill and Tommy Smith drew \$94.35, as their share for finishing last. As the track cost considerable to build, and the event was well advertised, it is not thought that Manager John M. Chapman will be able to retire upon his share of the profits.

Frank L. Kramer, the winner, was born at Evansville, Ind., November 21, 1880, and won his first novice race at Clifton, N. J., June 30, 1897. After winning the amateur championship he turned professional in 1900 and has held the professional sprint championship ever since. He has taken part in five limited six days races, finishing first in three and second in two. Kramer is 5 feet 8¾ inches in height and weighs 163 pounds. Kramer's partner, William S. Fenn, was born at Meriden, Conn., January 29, 1881. He was amateur champion in 1900, turning professional the following year. Fenn is 5 feet 7 inches high and scales 193 pounds.

Death Claims a Prominent Motorcyclist.

Dwight Patterson, chairman of the F. A. M. Legal Action Committee, and until last month president of the New York Motorcycle Club, succumbed to an attack of pneumonia at his home in New York City on Saturday last, 12th inst. Mr. Patterson had been ailing for some time and although in bad shape and against his physician's advice, he attended the annual meeting of the New York club last month, when he retired from the presidency. Despite a powerful physique, he was too ill even to preside at that meeting. Mr. Patterson was an old bicycle rider and had ridden a motorcycle for several years; he was an oarsman of ability also, and took considerable interest in that sport. He was 33 years of age and a lawyer by profession, and in that capacity served several motorcycle concerns. He leaves a widow, but no children. His father and mother both died last month within one week of each other. Mr. Patterson is the second president which the New York Motorcycle Club has lost by death within three years.

Indianapolis Again Seeking F. A. M. Meet?

According to an Indianapolis paper, the Indiana Motorcycle Club, of that city, to which the F. A. M. meet of 1909 was awarded, will bid for this year's function. The club is considering the construction of a three lap board track, and believes that the meet will assist in furthering the project.

QUILBY'S QUIPS AID DIGESTION

**They Prove a Feature of Boston Club's
Thirty-second Dinner—"Old Guard"
Defies the Weather.**

Come! Gather 'round the festive board,
Ye veterans of the wheel;
The spirit's here, despite the fact,
We came in an automobile.

Thus didn't sing Quincy Kilby, the famed "limericker" of the Boston Bicycle Club at that organization's thirty-second annual dinner at Dorchester, Mass., Saturday night last, 12th inst. He might have said that, however, for the weather was so discouraging that no one justly could be blamed for journeying to Hendries—of course that was where the dinner took place—by either automobile or trolley, instead of on bicycles.

Despite the unpleasant elements between 40 and 50 of the old guard assembled and from all reports every one had a good time. The menus were works of art embellished with limericks by the inimitable Quincy Kilby. Actually, even before the first appetizer the diners had to read this regarding "Papa" Weston, the daddy of the rare old club:

"There's a bicycle rider named Weston,
Who can ride half a mile without restin'.
He claims, with assistance,
He could double the distance.
But I fancy the beggar is jestin'."

Then, without a word of warning, J. Rush Green, who, with E. H. Norris, arranged the dinner, "got his" in five lines of limerick, as likewise did Milo Belding and C. J. Obermayer. Fortunately, Kilby here allowed the banquetiers to munch olives, celery and other relishes before he perpetrated one about "Tom" Hall, and then "Joe" Dean was the next victim to be limericked, as follows:

"There once was a fellow named Dean,
Who drank some refined gasoline.
Then he picked up a match,
And gave it a scratch,
And since then he hasn't ben-zine."

An inquisitive New Zealander peeping in upon the time honored Winterfest of the Boston Bicycle Club—the first cycling organization in America—might lightly characterize it as "a bunch of middle-aged lobs-ers making a noise," but, 'ah, my friends,' writes Kilby, "it is more than that, more than that. That night we are all equals, compeers and intimate friends. It is a time of nickname and democracy, of persiflage and gastronomy. We know no aristocracy of talent, wealth or renown. Why should we? Calves have brains, pirates have treasure, and the name of 'Major' Taylor is spoke on Europe's thrones. We are all royalty, all proletariat. The New Yorker stands close beside the man from Chelsea, while in unison they intone Bibamus with voices bravely off the key. The man from South Boston smiles boldly into the eyes of the Brooklineite while he of Providence

offers a friendly light to him of Dover, N. H."

And this most aptly expresses the sentiment that pervades all the annual dinners of the time-honored and eclectic Boston Bicycle Club. Even Abbott Bassett, the venerable, smiled when he was made the target for this shaft from Quincy Kilby's well-filled quiver of wit-pointed flints:

"There once was a fellow named Bassett,
Who sat in the game at Cohasset;
But when he cashed in,
An unreconciled grin
Was his only available asset."

The dinner was served in the following courses:

I. Stimulation. II. Anticipation. III. Realization. IV. Commendation. V. Deglutition. VI. Nutrition. VII. Repletion. VIII. Satisfaction.

Perhaps the most pleasant feature of the occasion was the dialogue in rhyme, rendered by Abbott Bassett and Quincy Kilby, in which they connected the Boston Bicycle Club with everything in history. The humorousness of the satirical dialogue may be judged by the fact that Will R. Pitman was accused of writing the Ten Commandments.

In summarization, to paraphrase the club's rhymester:

They lived again those bygone days the
poets oft have sung,
When all of them rode bicycles and all of
them were young.
They told of records captured in the hey-
days of their youth,
With maximum of boastfulness and mini-
mum of truth.

Reorganizing the Pittsburg Club.

Efforts are being made to reorganize the Pittsburg Motorcycle Club, and place it upon a business basis. A meeting for this purpose was held at the Hotel Dorset, East End, Pittsburg, last Saturday night, 12th inst., when W. E. Osthoff was chosen temporary chairman and L. M. Johnson temporary treasurer. A charter membership of 50 was decided upon and a membership committee appointed to secure them.

It was the sense of the meeting that when organized, the club affiliate with the Federation of American Motorcyclists. A second meeting has been called for Saturday evening, 26th inst., when it is probable that formal organization will be effected. It is the plan of the organizers to conduct the club upon broad lines and to keep it free from petty trade jealousies that brought about the disintegration of the old club. Besides Messrs. Osthoff and Johnson, those present at the last meeting were A. G. Schmidt and Lyle Geiger, respectively State Commissioner and State Secretary for the state of Pennsylvania; S. W. Glenn, R. L. Glenn, E. B. Connell, F. E. Glynn, M. Zugschmidt and George Foden.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

ONLY THE CIGARS WERE "LOADED"

**But They Were Sufficient to Provide Ex-
citement at Providence Banquet—
Scott's Songs Also Enlivened.**

Half a hundred members of the Providence (R. I.) Motorcycle Club sat down on last Sunday afternoon, 13th inst., and enjoyed an excellent dinner followed by an entertainment provided by the members. After the inner man had satisfied his cravings, chairs were pushed back and cigars lighted and the diners settled down to enjoy the post prandial festivities. However, one of the apparently innocent cigars suddenly reached the maximum point of its compression stroke and as the ignition was working properly the explosion came with startling suddenness. This initial impulse was the signal for a general pop, pop, which startled some of the smokers so that they tumbled off their chairs amid the roars of their companions. No damage to the countenances or feelings of the smokers resulted, however, and they pronounced the weeds of an excellent quality despite their pyrotechnical filler.

When order was restored Toastmaster Charles Buffington introduced Charles H. Westcott, who related the history of the club telling of its early inception and steady healthy growth, and praising the men whose unselfish efforts have made the club what it is. William W. Scott, the club's legal adviser, told where to be on the lookout for constables in the bushes, and also explained some other things. Aerial navigation was the theme of Victor Page, the technical expert of the club, who pointed out the joys of flitting through the ethereal sphere where there are no speed laws, or license or lamp regulations which detract from the pleasure and pocketbook of the sky pilot. In view of Page's avoirdupois it was suggested that he would be debarred from participating in any flights, but he solemnly averred that the machine which he is constructing has a lifting capacity of one-seventh of a ton, which means that its builder will test its full capacity.

President Frank E. Domina, who has just returned from Europe, gave a lecture illustrated by lantern slides from photographs which he took while touring there, and his interesting talk was highly entertaining in addition to inoculating several of his hearers with the germ of European wanderlust. Phonograph selections were spun by the elongated Scott and were much enjoyed. One in particular, a melody entitled "Long Lung and Strong Lung, My Sweet Little Indian Twins," and a warm favorite of B. A. Swensen's made a great hit with the members and was repeated several times.

The Fort Worth (Tex.) Motorcycle Club was organized last week. Officers will be chosen at a later meeting.

AMERICAN MOTORCYCLES SCORE

Four of Them Prove Their Mettle in Hands of English Riders—Test in Snow and Ice.

Although the first Quarterly Trials of the Auto-Cycle Union of Great Britain for 1910 now are a matter of history, having been held on Saturday, January 29th, the official report of the judges was made public only

had to ride without stopping except at the foot of the two test hills—Dashwood and Rectory—at a pace not exceeding 20 miles and not below 15 miles per hour. Penalties were incurred for stops, adjustments or failure to climb the hills without pedaling. Marks were awarded as follows: Dashwood hill, 10 points; Rectory hill, 10 points; ease of starting, 5 points; silencer, 10 points; brakes, 15 points; stand and carrier, 10 points; cleanliness, 20 points; general excellence of design, 20 points; re-

the road surface was execrable, due to previous snow and rain and subsequent freezing. Most of the competitors found difficulty in keeping their machines upright, patches of ice that filled the road from side to side being encountered wherever the trees had prevented the sun from penetrating. The two hill climbs proved particularly trying for many of the contestants, and not a few of them lost points upon the steep slippery surfaces of the Dashwood and Rectory inclines.

Of the three Indians that made non-stop runs, all were penalized one point under the classification "ease of starting" and all were penalized 5 points in respect to cleanliness after the run. As a matter of fact, however, not one of the 75 contestants had full points for this consideration. In the matter of general excellence of design the Indian machines were charged 4 points each, but that is a matter of personal opinion that hardly is entitled to consideration. The only other machines that were awarded more points than the Indians in respect to excellence of design were very low-built machines of the dachshund type, that would in this country be well-nigh useless, if not freakish. As regards brakes, mufflers, stands and carriers and reliability, all the Indians were awarded full count in points. Evans, Bentley and Gibson each scored 190 points out of a possible 200 points, and Bowen's score was 178 points, due to his mishap in falling. The highest individual scorer was F. Phillip, on a $3\frac{1}{2}$ h.p. two-cycle Scott, who made 192 points.

An analysis of the results shows the



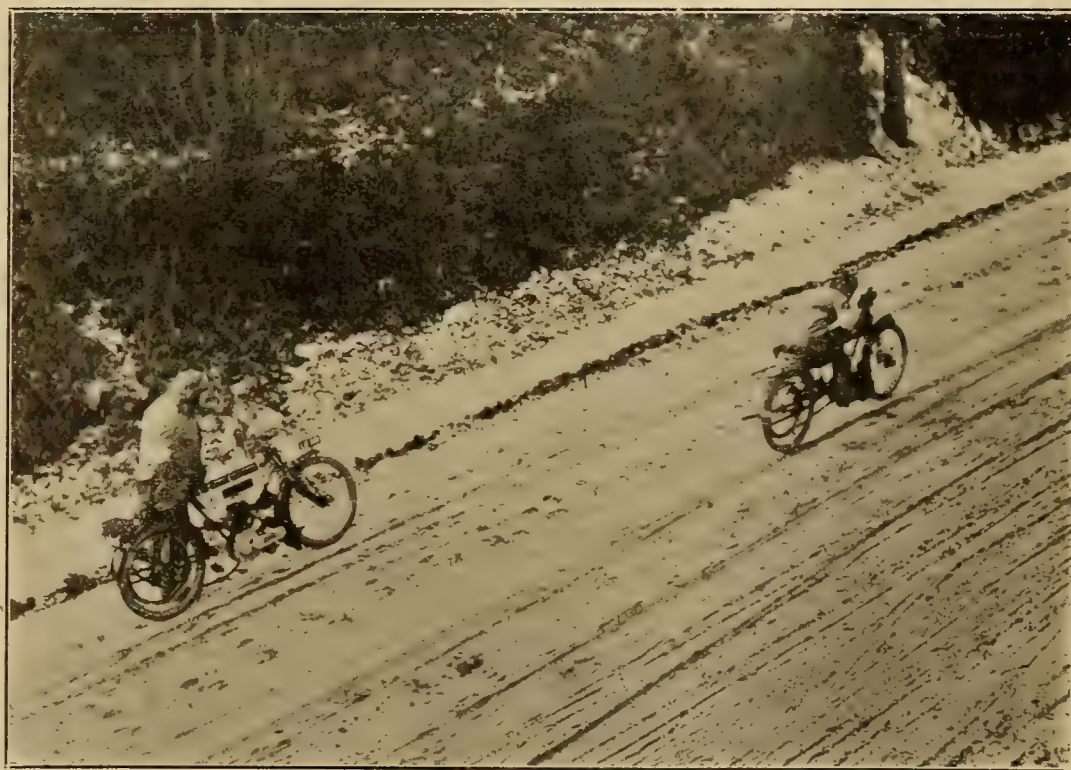
FOOTWORK WHICH THE RIDERS OF THE AMERICAN MACHINES FOUND UNNECESSARY

this week. It shows that the four Indian motorcycles which were arranged against the pick of Britain's machines not only upheld the reputation they have gained on this side of the Atlantic but made a better showing than any other brand of motorcycle entered in the contest.

Of the four Indian machines that competed three went through the arduous contest without a stop, these being ridden by G. Lee Evans, J. Gibson and W. O. Bentley. The other member of the quartet, W. Bowen, made one stop through an accident which broke his chain and foot rest. The maximum number of points possible for a single rider to gain was 200, and of a possible 800 points the Indian quartet gained 748 points.

From the point of view of numbers the first Quarterly Trials for 1910 were a successful event. A record list of entries—75—was secured, and of this number 26 were private owners. The event followed the usual course, starting from Uxbridge—16 miles from London—and proceeding via Beaconsfield, High Wycombe, Dashwood Hill, Bletchington to Banbury, while the return journey was made via Bicester, Aylesbury, Berkhamstead, Chesham, Amersham Hill and back to the starting point, a total distance of $123\frac{1}{4}$ miles.

The rules provided that the competitors



DASHWOOD HILL, THAT ROUTED SOME FOND ENGLISH HOPES

liability, 100 points. Total number of maximum points, 200.

So far as overhead conditions were concerned, the weather was excellent, for, although a blustering head wind was encountered, no rain fell during the day. But

Indian to be the highest scorer, with a percentage of $93\frac{1}{2}$, as compared to $92\frac{1}{2}$ per cent. made by the Premier. It might be remarked that two of the Indian riders—Bentley and Bowen—were private owners. They all rode the same model machines—

5 horsepower twins. The detailed analysis follows:

Name of machine.	Machines entered.	T'l pts. received.	Max'm P'c't. points.	age.
Indian	4	748	800	93.5
Premier	3	557	600	92.8
Clyno	1	183	200	91.5
Excelsior	2	363	400	90.7
Triumph	7	1254	1400	89.5
Douglas	8	1413	1600	88.8
Rex	2	350	400	87.5
Wanderer	2	349	400	87.2
Norton	1	168	200	84.
Scott	3	434	600	72.3
P. & M.	4	577	800	72.1
Moto-Reve	4	519	800	64.8
N. S. U.	3	373	600	62.2
Bradbury	2	215	400	54.

Renewing Memories of Brooklyn Club.

Although it practically passed out of existence years ago, some of the old members are trying to keep alive the memories of the Brooklyn Bicycle Club. To that end the second annual reunion of the members will be held at the Hotel Imperial, Brooklyn, N. Y., Saturday evening, March 5th. On the committee are James Thompson, G. W. Washburn, H. F. Briskerhoff, W. R. Snedeker, F. A. Ward, Frank Midgley, G. T. Stebbins, W. E. B. Adams, H. R. Elliott, E. Melvin, E. O. Jaynter, C. G. Balmano, N. D. Alling, F. Allart, A. E. Vandergaw, C. W. Hickling and G. Sandhusen.

F. A. M. Appointments in Jersey.

W. R. Schoonmaker, New Jersey State Commissioner for the Federation of American Motorcyclists, has appointed John T. Zabriskie, of Arcola, secretary for New Jersey. He succeeds to the vacancy created when Schoonmaker himself was elevated to the higher office. Fred Rademan, of East Hackensack, and Herbert Wulling, of Carlstadt, have been appointed local commissioners for their respective districts.

Mitten to Manage a Racing Team.

Worthington Longfellow Mitten, who growing potatoes on his farm at Davenport, profitably combines bicycle racing with Iowa, has visions of becoming a manager. Mitten intends to exploit Alfred Halstead, now in Europe, and Percy Lawrence, behind pace this season, and besides acting as manager, will steer the motor pacing machine.

Krebs Tries Pool Ball Bearings.

Floyd Krebs, of Newark, N. J., not only is a crack bicycle rider, but a pool expert as well. Krebs has signed to play a progressive match with H. A. Blair, former champion, for \$100 a side. The match began Friday night. Krebs figures he can make as much money playing pool as by riding a bicycle.

Langtry Heads Milwaukee Motorcyclists.

At its annual election last week the Milwaukee (Wis.) Motorcycle Club elected the following officers: President, J. Langtry; vice-president, W. Gupsle; secretary, M. Schneider; treasurer, A. Taylor.

PROPER WAY TO HANDLE A WRENCH

The Manner in Which It Should be Used to Avoid Damage and to Obtain Best Results.

Methods of magneto attachment which are designed to permit the ready dismantling of the device sometimes develop constructional weaknesses by permitting the magneto to become loose on its bed. The danger involved, of course, is that the driving gears may become disaligned and stripped, or the cam and armature shafts severely wrenched. It is a wise plan therefore, to test the fastening bolts of a magneto occasionally, for it may be the means of averting serious damage.

When there are two ways of doing a thing—a right and a wrong way—the perversity of human nature is responsible for a large percentage of the latter, and just as a piece of buttered toast generally falls with the shiny side downward in order to pick up the dust, so will many persons use a monkey wrench the wrong way, with the result (if not with the object) of spoiling it. That it matters very considerably to the welfare of such a wrench is, of course, well known to engineers, and likewise to those who pay attention to such trifles, without having the why and wherefore pointed out to them. Still, there are a great many users of wrenches who, although they knowingly would not harm a fly, let alone a tool which they may have borrowed from some obliging friend, nevertheless do more harm to small wrenches in loosening or tightening a few nuts than they would do in a lifetime if they knew better.

The proper way to pull a wrench is toward you with the jaws facing you, since by this method the jaws will take the strains where they were built to take them; whereas, if the handle is pulled the opposite way, the strains will be received on the other corners where the diagonal line intersects the jaws. The reason why the wrench will suffer if used the wrong way is because the leverage in that case throws the most strain on the weakest point, and not only that, but also a greater leverage than can be exerted (with the same force applied) on the stronger jaw. Not only is the outer jaw weaker by its construction than the one made solid with the handle, but as it is moved outwards it gets further away from the point where the power is exerted, and is therefore subject to a greater amount of leverage, whereas the other jaw remains at the same distance all the time.

An Obscure Cause of Valve Trouble.

Symptoms of valve trouble are so easily diagnosed nowadays that it seldom happens that any difficulty from this quarter, either with the inlet or exhaust valve, remains undiscovered for any length of time. An occasional exception to the rule, how-

ever, may exist when the valve stems are fitted so tightly in their guides that the valves will not close readily at high speeds, or where the push rods are similarly restricted in their action. In such cases the engine usually will function correctly and deliver its normal power output until accelerated, when a falling off in power, popping in the carburetter and missing usually result. Such troubles are more difficult of detection on a multiple cylinder engine because of the more constant flow of power and when any of the described symptoms occur a careful examination of the valves and actuating mechanism should be made.

Intermittant and Erratic Fuel Flow.

An annoying but not infrequent cause of puzzling intermittence in the running of an engine ofte is caused by a floating particle in the gasoline, such as a thin flake of solder which has become detached from the car carburetter or has entered the float chamber from the tank. Carried in the intermittent current of the liquid it suddenly may become so lodged as to obstruct the capillary duct to the spray nozzle, preventing all egress of fuel. When the motor stops, the gasoline in the float chamber ceases to be stirred and the floating particle finds a new position. When the motor is restarted, the obstruction is not in the way, but owing to the agitation of the gasoline it returns presently and causes a recurrence of erratic running. When an engine behaves in this manner it is pretty safe to assume that there is a floating obstruction in the gasoline and the only certain remedy is to thoroughly clean the tank, feed pipe and carburetter and observe that there is a free flow of fluid all along the line.

Advantages of Cylinder Flushing.

Too much stress cannot be laid upon the importance of thoroughly and frequently washing out the interior of the cylinders with kerosene. The quality of lubricating oil used is an important factor in connection with the amount of carbonization that takes place for there is no brand of oil, no matter how good, that will not carbonize to some extent, and it therefore is essential that only a high grade oil be used. The cylinders should be treated to a bath of kerosene at least once a week, and if time permits, it is advisable to flush them out twice a week. Not only does this treatment dispel carbon, but it keeps the piston rings free and makes for sweet running.

Ohio Motorcycle Club Drops "Central."

The newly organized Central Ohio Motorcycle Club, of Columbus, Ohio, has dropped the word "Central" from its title and hereafter will be known as the Ohio Motorcycle Club. Headquarters have been secured at 37 North Third street, and as soon as a charter is received from the Secretary of State, the club will become affiliated with the Federation of American Motorcyclists.

CLARKE A HEARTY FROG EATER

Thinks It Will Improve His "Jump," According to a Breezy Letter from Macfarland—Their Plans.

Floyd A. Macfarland, the dean of all-around American riders, who is in France at the present time in the interests of himself and his young protege, A. J. Clarke, has been ill with the grip. The first news of Macfarland's indisposition reached here this week in a letter to a friend, and it makes it appear doubtful whether Clarke and Macfarland will ride in America this season.

"Would have set the Marconi buzzing before," writes "Long Mac," "but have been sick in bed with the grip, and have been pretty bad—so bad that I had the doctor on two occasions. Clarke is here at Milton Henry's house having the time of his life, and I might mention, if Kramer doesn't pay strict attention to his business, this country life of Clarke is going to be the champion's downfall. Clarke has taken on 14 pounds since the Berlin six days race, and it is all from good country air and French frogs. Judging from the number of frogs he eats for breakfast every morning he intends to be there with the jump this year. In fact, Clarke is getting so Frenchy that he is raising a mustache and says his name is Monsieur Clarke, instead of 'A. J.'"

"The cycling public tendered him and Rutt a banquet. It was a dollar dinner, and some 600 people attended. They were also feted at Cologne last week. This fete thing is great when you are 'it,' but to be a rank outsider, and with a bald head, of course, the girls all go one way—and that was towards Rutt and Clarke."

"We got some coin in Berlin and the bank account now assumes the Michigan proportions. If this sort of success continues, I will come back and buy Vailsburg. Durand and I have come to terms for Clarke's and my appearance in twelve match races—Clarke eight and the 'old gentleman' four. He will not be ready before March, but I may appear the last week in February. Heagren, of Salt Lake, has made us an offer for the season and also one for the month of August, but I have put him off and will not sign anything American unless I get my figure. Chapman and Bowen can easily afford \$5,000 for us for the season, and unless they give it to us we will not be in Newark this year. Clarke is dead anxious to have another try at Kramer for the American championship, but he will listen to me in this matter."

"I received a letter from Percy Hunter and Hugh McIntosh, of Sidney, Australia; they are trying to bring 'Major' Taylor, Clarke and Iver Lawson out there this winter and revive the Sydney Thousand."

"The winter track here is a 'beaut.' There are three galleries and a great build-

ing with everything that goes to make a complete indoor bicycle track. It is seven laps to the mile."

Buffalo's "Little Six" Arrangements.

Since the announcement in last week's *Bicycling World* of the teams for the Buffalo six days race, to occur in that city during the week from February 28 to March 5th, considerable shuffling has taken place. The race, as stated, will last 12 hours each day, the riding hours being from 1 p. m. until the corresponding hour the following morning.

Joe Fogler, who recently became a benedict, has been carrying on negotiations for the Buffalo promoters, and as a result he has picked Frank L. Kramer, who won the Newark six days grind last week, for his partner. Fogler also has matched Percy Lawrence and George Wiley, who finished second in the Newark race, and Lawson and Moran also will again ride together.

As Ernest A. Pye has returned to Salt Lake City, it is thought that Hehir, his partner in the Newark affair, will be matched with E. F. Root. If Hehir and Root cannot come to an agreement, Root will pair with George Cameron. West and Vanoni are said to be another team, but there is some doubt about the Bedell brothers competing. Hill and Stein will ride together and Mitten and Drobach is another probable combination. Bardgett, DeMara and Galvin want to ride in the race, but it is stated that Fogler, who is doing business for the Buffalo promoters, has some personal antipathy toward these riders and will not sign them.

The track will be located in the Broadway Arsenal, and will measure ten laps to the mile. Construction will be started next week, in order to give the riders a day's training before the opening meet, Saturday night next, 26th inst. The Saturday night's program will consist of a card of amateur and professional short distance events, a motorpaced race between Collins and Moran and a match between Kramer and Lawson.

Galvin and Wiley to Go Abroad.

J. Frank Galvin and George Wiley will embark for Europe sometime during March. Wiley intends to ride behind pace in France and Germany, as will Galvin. The latter, however, wants to tour the continent thoroughly before returning, and to that end will take abroad with him a new twin cylinder Indian motorcycle. As both riders have made good in America there is no reason why they should not secure good engagements in Europe.

Walker Wins at Tasmania Carnival.

J. Gordon Walker, the Australian rider, who is well known on American tracks, won the principal event at the Boxing Day carnival in Tasmania, December 27th. It was a five miles scratch race, and Walker won from A. T. Goulett by a wheel in 11:52. A. F. Grenda was third.

AMERICA LOSES CHAMPIONSHIPS

Series for 1911 to be Run in Italy—Breyer's Failure to Secure Award for This Side Unexplained.

Somebody or something evidently slipped a cog at the twentieth congress of the Union Cycliste Internationale, which was held in Paris last week. The most important item of business to have been transacted at that meeting, from an American standpoint, was the official awardation of the 1911 world's championships to this country.

From cable dispatches, however, it is learned that America will not get the world's championship meeting next year. It will be held in Turin, Italy, according to the brief dispatches. The dates for this year's meeting, which is to be held in Brussels, was fixed for July 17, 21 and 24.

It also was announced that the congress rejected the proposition of the American delegate that riders should be given the right to appeal to the international union in cases where the national bodies refused to grant licenses.

It will be interesting to learn why America was not awarded the championship meeting. The Paris representative for the National Cycling Association is Victor Breyer, one of the members of the "trust" which controls all big sporting events in Paris. Whether Mr. Breyer did not press his point strongly enough will not be known until detailed accounts of the meeting reach America next week.

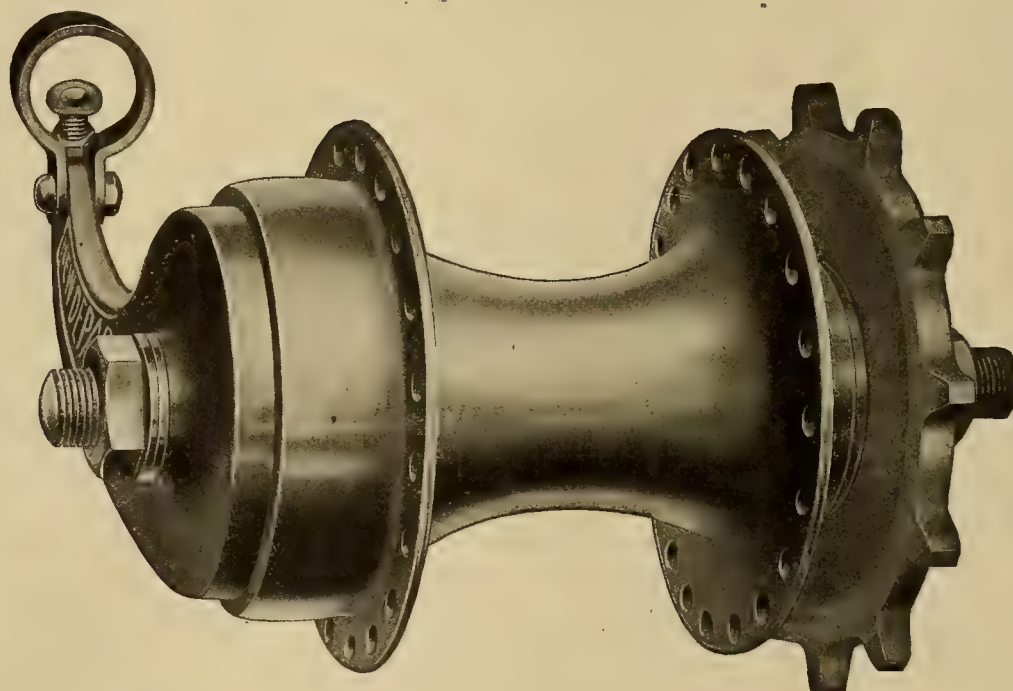
It may be remembered that at the last congress of the Union Cycliste Internationale both America and Belgium bid for the 1910 championships. America would have been awarded the meet for this year but for the fact that Mr. Breyer withdrew the application in favor of Belgium, because the delegates of the Union Velocipedique Belge were so anxious to procure the meet for Brussels, in view of the world's fair that will be in progress there in July. He filed, however, an immediate application for the meet of 1911, and it was generally understood that there was nothing in the way of America's securing it.

Whiskey Made Him Want Others' Bicycles.

That it is not wise for an old man to drink too much whiskey was the testimony of J. C. Colwell, an aged man of good appearance, in the Sacramento (Cal.) police court last week. Colwell told Judge Anderson that too much whiskey had made him feel so young and kittenish that he wanted to ride a bicycle. As he already had stolen one and was about to appropriate another machine when arrested, the judge thought a four months' sojourn in the county jail would be about right, and that keeping spirits away from him for that time would do him good.

New Departure

INTERNAL EXPANDING BAND



COASTER BRAKE FOR MOTORCYCLES

is positively the last word in a coasting and braking device for high or low powered motorcycles.

Its dependability, strength and effectiveness have been proven by riders everywhere on highway and race track.

It is the ideal equipment because it completely eliminates brake troubles motorcyclists have experienced.

It is mechanically impossible for a new brake to wind up, bind or lock.

It cannot cut into the brake drum.

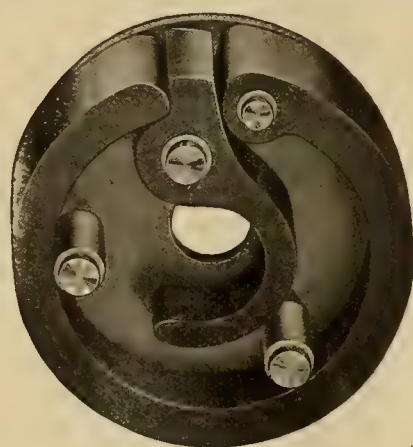
It will not "feed up" or drag the pedals when coasting.

It responds instantly to the slightest back pedal pressure.

Parts are heavy and practically indestructible.

Powerful enough to stall high powered motors.

Is fully guaranteed.



Brake Band and Lever.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors.

IS AN UNSUSPECTED "CHAMPEEN"

Peter, the Pride of Pleasant Valley, has an Offer to Represent America in a London "Six Days."

While promoters have for the last decade been endeavoring to discover a rider able to defeat Frank Kramer, a champion has budded and apparently bloomed under their very noses, so to speak, but without their cognizance. His name is Peter Boyd, and he lives at Pleasant Valley, W. Va.

Peter's talents apparently have not gone unnoticed, however, for according to West Virginia papers, the local "champeen" has been asked to ride in the proposed London six days race. It appears strange that Peter's reputation should have reached Europe without any one in America, outside of Pleasant Valley, ever having heard of his prowess on the bicycle.

For fear doubting persons may allege there is no such place as Pleasant Valley, it might be stated right here that it is on the map—that is, it is indicated by a pin dot upon unusually large maps of West Virginia. The smaller maps pass it up. Pleasant Valley is in Marshall county, and it is eight miles from Rosbyrock, the nearest railway station. At the last census taking the population was 181. Since that time there have been nine births and four deaths, which brings the present population up to the unprecedented high total of 186 persons. Actually there are only 185, but as Peter counts as two, in the estimation of the admiring villagers, he must be counted as twice one. This has no direct bearing upon the London six days race, but merely is to prove that there is such a place as Pleasant Valley. And Peter Boyd is the champion of that locality, b'gosh!

It matters little that no one in America has ever heard of Peter. The English promoters evidently have heard of him, and Peter says he can prove it. The following extract from the Wheeling (W. Va.) Intelligencer sheds some light upon the subject:

"Peter Boyd, of Pleasant Valley, who has gained quite a reputation as a cyclist by participating in several endurance races, is in receipt of a letter from J. C. Lavey, secretary of the N. S. A. of England, asking him to participate in a six days bicycle race to begin in London June 12, 1910. The race will be given under the auspices of the Olympic Cycling Club of England, and if Mr. Boyd enters he will ride under their colors.

"Two English riders, Frank Dent and Charles Payne, has issued a challenge to meet a team from America in a six days race for the championship of the world and the Olympic Club wants Boyd to race with H. Collins, of Los Angeles, Cal., as his partner. Collins has already consented to go and is now seeking his partner. Collins won a six days race held in Salt Lake

City last August and has quite a reputation as a cyclist. The prize to be offered is £300, which will amount to about \$1,500 in American money. A record belt will also be given the winners and the club agrees to stand all of Mr. Boyd's expenses. Mr. Boyd has not yet decided whether he will accept."

Peter apparently is not the only bicycle rider whose fame is known to the Englishmen. "H. Collins, of Los Angeles," is the other "champeen." It is not certain whether Peter Boyd, "H. Collins," or the reporter of the Wheeling Intelligencer has been "hitting the pipe" lately, but it is evident that one of them has been doing so, for there has never been a six days race in Salt Lake City, and in a two-hours-a-night affair once held in that place there was no such rider as "H. Collins."

De Mara Sets a Sheriff on Lawson.

Walter De Mara, the six days rider who felt aggrieved because he was called upon to pay half the price of a pair of silk stockings which had been itemized among the training camp expenses of himself and partner, Lawson, during the New York six days race, apparently has nursed his grudge ever since last December. De Mara brooded over the occurrence so long that he decided to get even with Lawson. He seized upon the Newark six days race as the proper opportunity and appeared at the First Regiment Armory while the race was in progress last Monday afternoon, accompanied by a deputy sheriff and a writ of seizure. De Mara's claim was that Lawson owes him \$40, and therefore he wanted to attach his bicycles and other racing paraphernalia, hoping to put Lawson out of the race. In this he was foiled, as Manager J. M. Chapman came to the rescue with \$40 cash as security for Lawson's appearance in court when the case is called. It is stated that Lawson had further difficulties later in the week when a Brooklyn doctor attached his prize money, to secure an unpaid bill for professional services rendered some months ago.

Bay Views Hold Races on the Rollers.

The first series of home trainer bicycle races held at the Bay View Wheelmen's club house, Newark, N. J., Wednesday night, 16th inst., proved interesting to a large number of "fans." In the five miles race against time Harry Grome established a new club record of 5 minutes 59½ seconds, clipping 22¾ seconds from the former record, held by John J. Husse. There were five other events on the card. The one mile race was won by G. Hoffman in 1:10¾. J. Blauber proved the winner of the three miles event and W. Taffele was first in the five miles, the time for the latter being 6:30½. Michael Angelo Ferrari, the well known track rider, rode a half mile exhibition slow race, requiring 3 minutes 45¾ seconds for the short distance, a slow performance on the rollers being no small feat of balancing.

WHEN HIGH GEAR IS THE BEST

Great Strength is not an Essential for Its Satisfactory Use—Weak Hearts and Rapid Pedaling.

Commenting on the query of an elderly cyclist who has been trying a 90 inch gear with satisfactory results, and asks, "Is there any logical reason for a man of my age and lack of physical skill being able to ride so well on this high gear?" the Irish Cyclist replies: "There is none whatever. Physical strength does not appear to be an important factor in the matter, and as regards age, an old rider who wishes to travel reasonably fast will find as the years slip by that rapid pedaling proves more and more tiring. We presume the cyclist who asks the question uses comparatively long cranks with his high gear. This factor is all-important. The ability to use a long crank advantageously is not a matter of strength or otherwise, but depends, we believe, on the comparative length of the various units in the system of levers of which the leg is composed.

The writer, for example, is physically strong, but never could push a high gear, nor could he use a long crank advantageously. We remember many years ago getting a New Rapid with an 8 inch crank and a high gear, and absolutely failed to get satisfactory results out of it, although we persevered for a considerable period. The more we rode it the more we disliked the combination. We lent it to a member of the staff, however, who is physically weak and a poor rider and strange to say, he showed a marked improvement in form and was absolutely delighted with the machine. That must have been over a dozen years ago, and that identical machine is now ridden daily by the man who looks after our bicycles and electric plant, and he finds it more satisfactory than any of the modern light-weights with normal cranks and gear."

There is another factor, too, which must be brought into the question. The man with a strong heart and good lungs can pedal fast without much effort, and consequently, irrespective of strength, a low gear and short cranks give the best results in his case. On the other hand, the man whose wind is bad and heart weak finds fast pedaling very exhausting, and as the result a high gear suits him best. As regards the crank length which will suit the latter, this depends on his build. In some cases a moderate length will be found best, but if the leverage system of his leg units suits the long leverage given by the lengthy crank, he will find the latter more advantageous. It will be seen, therefore, that only actual experience can enable one to judge of the best combination. To place a too long crank upon an ordinary bicycle is frequently a somewhat dangerous proceeding.

THE ORGANIZATION OF A ROAD RACE

The Many Details to be Arranged—How Errors in Scoring are Avoided in One Big Event.

Road races in which a large number of cyclists take part are notoriously difficult of control, but despite the difficulties, in at least one famous long race of this kind, the checking and timing are well nigh perfect. The Dunlop road race from Warrnambool to Melbourne, a distance of 165 miles, long has enjoyed a reputation as the best conducted event of its kind. The fast time made for this long distance

huge number of contestants was simply and effectively carried out by the use of barriers. At the start of the race, the batches of riders off the different marks were checked into pens and then drafted forward, being again checked as they got on their marks. Checking along the route was carried out by making contestants pass single file through barriers set so close that only one could ride through at a time. Only those thus checked (the riders being identified by a large white number on a black enamel square carried on the back of each rider) being eligible for prizes or medals. One official wrote down figures whilst two observers called the numbers, a simple and efficient means that prevented confusion and ensured thorough checking.

the "Warrnambool," both are beyond question, the route being a properly surveyed one, with mile posts along the course, while the times are taken by duplicate watches, which are used at the start of the race and then brought up to Melbourne and checked with the timekeepers' watches at the finishing post.

Motorcyclist Pleads for Entire Day.

What the San Diego (Cal.) papers consider the longest case on the records of the local court, was when C. F. Bruschi took 24 hours to plead when arrested for riding his motorcycle without a light. He finally was released upon furnishing \$25 bail. The fact that Bruschi was the second rider to fall into the toils since the passage of the new

MOTORCYCLING AMID PICTURESQUE SURROUNDINGS.



COLORADO SPRINGS MOTORCYCLISTS CONGREGATED IN THE "GARDEN OF THE GODS"

Probably no more picturesque touring ground for the cyclist or the motorcyclist is to be found than the famous Garden of the Gods, the show place of Colorado, where at an elevation of 6,000 feet above sea level and surrounded by rugged mountains, there is a vast park or reservation containing a marvelous array of peculiar rock forma-

tions in red, pink and other colors, and suggestive of animals, reptiles, church spires, etc. That it is not necessary for strangers to come and discover its suitability for pleasure jaunts awheel owing to any overlooking of its advantages by the Coloradans is made evident by the accompanying view, showing a number of Excelsior riders

from near-by Colorado Springs who, accompanied by an enterprising photographer, visited not only the more prominent and better known points of interest in the park, but also explored many of its less traveled roads and byways. The roads are good, generally speaking, and few tourists who visit Pike's Peak fail to visit the "garden."

(the winner this year, I. R. Munroe, averaging 23 miles per hour), and the fact that 286 out of 312 riders finished within the time limit, show the result of perfect arrangements.

The wonderful times of the competitors were the result of a combination of circumstances—viz., physical fitness, good roads, proper food supplies during progress of race (in no race in the world are contestants fed like they are by the Dunlop company), and a favorable wind. As a set-off against this is the fact that the first 70 miles of the road was in parts wet and slushy owing to over-night rain. The checking of the

As regards I. R. Monroe's fine record, a deal of the credit of this performance belongs to T. Gascoyne (an old-time English champion) who rode like a demon, with Monroe trailing his wheel, who eventually was thrown out of the race through a puncture. As regards the big percentage to finish, there were several reasons for this—a favorable day, the fact that they were riding toward their homes (temporary or permanent), and that their everyday clothes were at the finish, and last, but not least, the incentive of a handsome bronze medal.

As regards the timing and distance of

light ordinance, and the consequent arguments, may have had to do with length of time required to dispose of the case.

How the Sport Flourishes in Italy.

Bicycle racing is in a flourishing condition in Italy—more so than it has been for several years past. At the last congress of the Unione Velocipedistica Italiana, the report of the secretary showed that 1,346 licenses were issued last season. Of this number 1,203 were to amateurs, 129 to professionals, and 14 to professional motorcyclists. The treasurer reported a surplus of \$6,000.

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ABOUT CARBURETTER DESIGN

An Experience that Converted a Motorcyclist to Multiple Jet Type—Variability of Wrong Sort.

Carburetter design, with all its possibilities of success and failure, appears to be trending toward the multiple jet type, as worked out for engines of large capacity which are called upon to work under varied conditions as to speed and load—an indication that sooner or later the type will command increasing attention from motorcycle designers. At all events, not a few motorcycle experts are in favor of its principle, and at least one of them, a foreigner of some little prominence, is by no means backward in expressing his views on the subject and reinforcing them with personal experience.

"I was riding a motor bicycle with single jet carburetter, and it regularly jibbed at a certain notorious hill," he says. "I finally persuaded it to make the ascent, by removing a perforated cone threaded over the jet and substituting a nozzle of more generous orifice. On the supposition that variable suction atones for a fixed orifice this ought to have been unnecessary.

"The engine, indeed, developed additional power, and could climb with certainty the hill it refused on a smaller jet; but, per contra, it had lost all flexibility, and no adjustment of the air intake orifices could restore it. A movement of the throttle stopped the engine dead unless the air lever were correspondingly altered. I deny that, with any carburetter I have yet tested, a single jet can represent maximum efficiency in combination with maximum flexibility and economy. Varying suction does not atone for an invariable orifice, nor does a variable jet work efficiently, with an invariable choke tube.

"As many motorcyclists know, the average multiple jet carburetter now possesses three jets of different sizes, each provided with its separate choke tube. Perhaps in time we shall arrive at a single variable jet, mounted within a single variable choke tube. In the meantime, the multiple jet carburetter provides greater efficiency and greater flexibility than the single type, provided with a whole range of interchangeable jets and choke tubes. I am not referring to one or two patented types of single jet carburetters, as they achieve success by means peculiar to themselves, but to the ordinary pattern single jet device."

Smoke as a Puncture Locator.

There is another and better way of locating a small puncture in an inner tube than either waiting for it to dry or replacing it in the casing while it is wet after the repair is completed, which moisture finding its way inside the casing tends to rot it, and any method which will introduce it

should be tabooed. The more advanced method is to blow smoke into the tube—which, of course, is dependent on the operator using the weed in some form. The tube should be entirely deflated by removing the "intestines" of the valve stem and several mouthfuls of smoke blown into the tube through the stem; then the valve plunger should be replaced and the tube inflated to a moderate pressure, when the smoke will be seen issuing from the hole.

To Obtain Gasolene from Carburetter.

Very few machines are provided with facilities for obtaining from the tank small quantities of gasolene, often needed for priming, cleaning plugs or patches, and useful in many other ways, without disconnecting the feed pipe, and the oftener this is done the more wear and strain is imposed on the connections with the attendant likelihood of starting a joint. Of course a bit of waste may be poked through the filler opening and moistened, but some tank openings are very small, and make it inconvenient to do this and in any event it has the objection that strands of waste or grains of dirt are liable to be introduced in the tank and clog the feed pipe or spray nozzle. By fitting a small copper tube into the top of the float chamber, bringing it across to the edge and down the side for a short distance with a slight outward flare at the end, so as to direct the stream away from the outer wall of the chamber, gasolene may be obtained at any time by flooding the float compartment.

Locating Punctures on the Road.

Nothing will locate porous spots or pin holes in inner tubes quicker than water, but sometimes when such leaks develop on the road, water always is not available, and considerable time is wasted hunting for the minute avenues of air escapement. When no water is obtainable and the supply of saliva has been used up in vain, the leak often can be located by laying the inflated tube in a dusty spot in the road and rolling it over slowly, the location of the leak being indicated by the small clouds of dust raised by the escaping air. This method will work equally well at night if an acetylene lamp be placed on the road alongside in such position that a beam of strong light is projected on the tube.

Fletcher Names New York Commissioners.

Harold Fletcher, Commissioner of the Federation of American Motorcyclists for New York State, is rapidly organizing his territory by the appointment of local commissioners. In addition to those already appointed, the following have been named: Poughkeepsie, Clinton G. Price; Cortland, A. E. Weed; New York City—F. B. Widmayer, A. H. Bartsch, E. Kircherer, F. A. Baker, J. F. McLaughlin, T. J. Sixsmith, T. K. Hastings and L. H. Guterman; Brooklyn—H. J. Wehman; William Ffleiger, George DeWald, J. N. Constant and Walter Goerke.

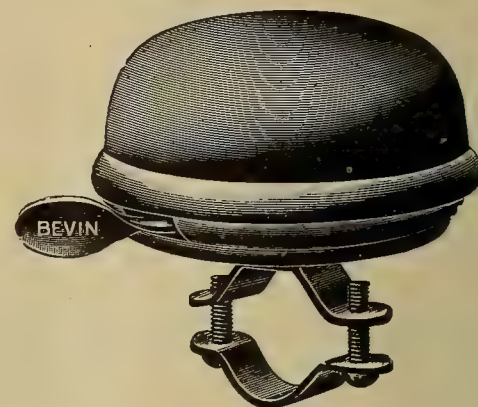
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DEAD PATENT DECLARED INVALID

(Continued from page 791.)

Judge Kohlsaas's decision upholding the validity of the "deceased" patent is as follows:

Complainant brings suit to restrain infringement of Claims one and six of Patent No. 392,937, granted to the assignee of William E. Smith, the patentee, on November 13, 1888, on application filed February 16, 1888, for improvements in bicycles.

The claims in suit read as follows, viz.:

"1: In a rear-driving front-steering bicycle, the frame or reach provided with the rigid transverse tube c built rigidly into and forming an integral part of said frame and adapted, substantially as described, to receive the pedal shaft."

"6: In a frame for bicycles and kindred machines, a transverse shaft-receiving tube, c, provided with necks c8 and c9, to receive the front and rear ends of the frame or reach."

The gist of the invention consists in the combination with the reach or frame, of a transverse bearing-tube c supported by and integral with the reach, the whole forming a single rigid and integral structure. It will be observed that while both claims call for a rigid transverse pedal-shaft receiving-tube in a bicycle, claim one is for a bearing-tube built rigidly into and made an integral part of the bicycle frame, irrespective of the means by which this is effected, while the means of claim six is limited to the bracket or bearing tube having projecting necks whereby it may be built with, and become an integral and rigid part of, the frame. The rigid and integral relation between the bracket and the frame may be effected by brazing or welding. The patentee at p. 1, line 78, of the specification says:

"Heretofore the pedal-shaft has been carried in two bearings attached to the lower ends of a forked arm or standard depending from the frame, and owing to the severe strain exerted through the chain it has been found that the forked standard would twist, and by throwing the bearings out of line cause an excessive amount of wear and friction."

An examination of the prior art makes it plain that this statement is not justified by the facts. The Rover, Ranger, Raleigh and other forms of bicycle and tricycle frames shown in certain prior English publications in evidence, and conceded to have been circulated in this country, clearly show rigid and integral bearings located in line, or in upper or lower contact with the reach. The patent provides that the bracket shall be centrally located, in a direct line, that is, between the rear and front portions of the reach or lower portions of the frame, or above or below the reach. It is evident that the combination with a rear-driving, front-steering bicycle called for in claim one, is not of the essence of the invention, since this form of bicycle was old, and no invention could be predicted upon the application of the bracket to that particular device. The specification, lines 12 and 13, p. 1, says certain of the features are also applicable in machines of other forms. This would be true of the bracket.

The defenses are: (1) That Smith was not the first inventor, and, (2) that the patent is in view of the prior art invalid.

The evidence relied on to establish the first defense is of weight only so far as it bears upon the second defense, therefore it is deemed necessary to consider only the latter.

The patent was sustained by the Circuit Court of the United States for the Northern District of New York in a suit entitled American Bicycle Company v. Snyder Mfg. Co., on July 29, 1905. The record in that case for both parties is stipulated into this case. This, together with a large amount of new evidence, constitutes the record now before this court.

As above noted, the patentee erred in stating the prior art as to the location of pedal bearings. In this, the patent office examiners must have concurred, since the file-wrapper shows no suggestion of amendment in that respect. It would, therefore, seem to be a reasonable deduction to hold that in this proceeding, the grant of the patent is not attended with that presumption of invention, which usually attaches to a grant. While some attempt was made to carry the date of invention back to February 16, 1888, when the application was filed, the evidence adduced in support thereof is not satisfactory, so that the date of filing of the application must be taken as the date of invention for the purpose of this bearing. The specification, p. 2, lines 53 to 70, afford some discretion as to the location of the bracket with regard to the frame:

"The tube c is commonly brazed or cast or forged integral with tubular necks, one of which, c, rising therefrom enters and serves to support the lower end of the tubular-seat-standard J, and to which it is brazed or otherwise fastened. When the frame is made in the particular form herein shown, the bearing-tube c will also have two horizontal necks extending respectively forward and rearward, as shown at c8 and c9 in Fig. 14, to enter the front and rear portions of the frame. When thus constructed, the bearing-tube and its necks serve as a means for uniting the two parts of the main frame or reach. When, however, the frame is of the usual shape, it may be made continuous from end to end and the tube applied transversely to its upper or its under side."

To sustain its first contention, defendant introduced in evidence, among others, the testimony of one Alfred J. Gould, who was found through the medium of the publicity given to the Snyder case. He testified that he was the son of an English manufacturer of bicycle parts in England, in which line of business he had been actively engaged since 1866, having ridden a bicycle over this country in 1874. In 1878 he returned to England and came back in 1876 in connection with the bicycle department of the Philadelphia exhibition. Thereafter, until 1885, he was back and forth between the two countries. Smith, the patentee, was also an Englishman, having come to this country in 1882, and while in England was acquainted with Gould in a business way. In 1884, Gould testifies he went to Smith's house, and that Smith, knowing he was about to return to England, requested him to bring back some bottom brackets of the latest design and also some patterns from which to make castings here. On his arrival in England Gould looked about for the newest form of bottom brackets. He saw a drop-frame (ladies form) at the place of business of a friend named Palmer, and explained the same to Smith later. At Gorton's place of business in Wolverhampton he found a bottom bracket similar to that used by Smith, except that it had only one rear neck instead of two. At Coventry, he says he found the newest form of bottom bracket at the place of William Hosier, one of the defendants' corroborating witnesses, and obtained possession of it. He took it to his father's



place at Wednesbury, and made a wooden pattern from it, changing the angle of the two rear necks or lugs from 45 to 20 degrees above the horizontal. From this wooden pattern he caused to be made brass patterns, and two castings from each brass pattern. Defendant's exhibit "Malleable Cast Bottom-Bracket" is, he deposes, a substantial reproduction of Hosier's device. Defendant's exhibit "White Metal Cast Bottom-Bracket" is, he testifies, a substantial reproduction of the bracket cast from the brass patterns. Defendant's exhibit "Pattern of Bottom-Bracket" is a substantial reproduction of the brass patterns, he says. These bottom-bracket patterns and castings, he says, he brought to this country as early as February, 1885. He exhibited them to a number of people, and took them to Smith shortly after the inauguration of President Cleveland. Thereafter, he worked nights for a week constructing a drop-frame in Smith's shop, using one of the brass castings. Smith was present, but did nothing toward the construction except to work the bellows, etc. Gould was an expert brazier. He simply embodied what he had seen in England, and never considered there was any invention. Smith suggested taking out a patent for the frame, but Gould thought it too old and involving nothing more than mechanical skill. He received no pay for his work. More than thirty witnesses have corroborated Gould's testimony in important particulars, among them the above-named Hosier, and the widow of the patentee. In addition, the record shows many corroborating coincidences, the recital of which would unduly expand this opinion. They all leave an impression of truthfulness. This evidence is controverted by a brother of Smith, who flatly denies Gould's statement as to the construction of the frame, including the bottom-bracket. It is also in evidence that Gould offered to testify for complainant for a consideration of \$50,000.00, which was, of course, rejected. An attempt is made to show that at the time this offer was made, Gould was suffering from a mental disorder. Notwithstanding Gould's later obsession, the above statements, so far as they are corroborated, are reasonably convincing and

are deemed worthy of consideration for purposes of disclosing the state of the art at the time the patent was applied for. In support of its contention that the device of the patent in suit was made public and known in this country prior to the alleged date of invention, defendants introduced a number of publications showing bicycle parts and bicycles. These were published in England, but were circulated in the United States as above stated. Attention is called to certain notices so published in 1887. Among others there is produced the Rover type of bicycle. This bottom-bracket depended somewhat below the frame, as Smith says his may. It is rigid and integral. The tube is cut away between the two end bearings. It lacks only the bracing effect of the tube walls between the bearings, and what little advantage exists in protection from dust. It is, as defendants' expert says, a mutilated tube. It is provided with a tubular sheet metal cover between the bearings, to exclude dust and the like. The transverse tubular pedal shaft was old. It appears in the patent to Latta, No. 360,101, granted March 29, 1887, on application filed February 12, 1886, and in a number of patents cited in the record. It is complainant's contention that nothing short of a closed tube-bearing or bottom-bracket anticipates the patent in suit; that any appreciable opening or perforation in the walls of the tube differentiates from its tube. Defendants' expert Wiles was of the opinion that the Rover frame constituted a complete anticipation, and that the complete tube involved nothing more than mechanical skill. The rigid, integral bracket is also shown in British patent No. 4,657 of 1878, to Starley, for a tricycle, etc. This patent calls for a reach forged with a socket to receive the pedal-crank-shaft. It will be seen that with the exception that claim one calls for a specific style of bicycle, a requirement which, as above stated, is no essential part of the invention, this tricycle bottom-bracket comes very close to, if it is not in fact an anticipation of, that claim.

The bicycle design cut shown on pages 12 and 13 of the publication, Griffin Year-Book, 1887, and called "The Ranger Centaur Dwarf Safety Ranger," shows a bottom-bracket in rigid connection with the reach, but having a tubular journal of transverse tube underneath the reach. The Ranger (not the dwarf Ranger), shown at p. 8 in the Centaur Cycle Co.'s catalogue for February 1, 1888, is accompanied by the following statement in said publication, viz.: "We produce in one solid steel forging the crank-bearing-bracket with connections for the bottom fork and main backbone."

Complainant's expert says as to this bottom-bracket:

"It is not stated what these connections are nor whether the crank-bracket is tubular. It might have been partly cut away for the sake of lightness, according to the ideas then generally prevalent, or clamped connections of some kind might have been used."

The cut of the Ranger shown with the advertisement discloses a tube so far as the bearing is visible. This of itself would show absolutely a tube that was so nearly tubular all the way through as to be sufficiently guarded against wrenching out of alignment. It seems like a straining of the evidentiary effect of the cut to say that the transverse tube may be cut away or perforated. The cut shows the tube to be centrally between the forward and rearward portions of the reach, and might well be taken for an illustration of the bicycle in suit.

The nearest approach to a complete anticipation and publication and disclosure of the principles of the device in suit will be found in the Raleigh bicycle. These are shown in the Bicycling News of February 4, 1888. Illustrations of this bicycle show beyond question a rear-driving, front-steering bicycle, having what seems to be clearly a tubular bearing-support centralized between the reach and the rear forks of the machine, substantially as shown in the patent in suit. The forward end is plainly shown to have been brazed to a lug on the bracket. The diagonal strut or brace forming the seat-post of the Smith patent is not shown, but this omission is admittedly immaterial. In Sturmeys Handbook (which is stipulated to have been published to the bicycle trade on July 20, 1887, and to be a standard publication) is found the following descriptive matter in reference to Raleigh bicycles: "crank-bracket constructed solid with the frame," "solid crank-bracket impossible to work loose." There seems to be a concurrence of the experts who have testified in this case that "solid with" means substantial integrity. In corroboration of this view, we have the description of the rear-fork adjustment as "slotted fork end and screw adjustment"—showing that the chain adjustment of the rear wheel was made through slotted ends of the rear forks (as of course it must have been if there was substantial integrity of the crank-hanger with the frame.) This reasoning also applies to the Ranger and other designs above named. The brazing of the lower end of the reach to a lug on the forward part of the bracket being plainly visible, there seems to be hardly a question, this being an old and well known mechanical expedient, that the other parts of the tubular frame were also brazed to lugs on the bracket at their respective meeting places, and thus made "solid with the frame" as stated.

These cuts and descriptive matter make it clear beyond a reasonable doubt that the Raleigh safety, constructed mainly of tubing, had a centralized and rigidly built-in bottom-bracket. Whether the tubular axle-support was completely enclosed or imperforate does not appear from either descriptive matter or illustrations. So far as visible, this de-

vice was imperforate. What was on the under side is not shown. For all that is there shown it may have been partly open or perforated. As above stated, complainant insists that the word "tube" in the claim should be strictly construed to mean a completely enclosed or imperforate bearing support, and that as this published showing of the Raleigh bicycle does not show that this axle support was not perforated it cannot be sufficient as a publication to invalidate the patent. The law as to what is a sufficient publication is laid down in *Seymour vs. Osborn*, 11 Wall. 516, as follows:

"Patented inventions cannot be superseded by the mere introduction of a foreign publication of the kind, though of prior date, unless the description and drawings contain and exhibit a substantial representation of the patented improvement, in such full, clear, and exact terms as to enable any person skilled in the art or science to which it appertains, to make, construct, and practice the invention to the same practical extent as they would be enabled to do if the information was derived from a prior patent. Mere vague and general representations will not support such a defense, as the knowledge supposed to be derived from the publication must be sufficient to enable those skilled in the art or science to understand the nature and operation of the invention, and to carry it into practical use."

This statement of the law is found reiterated in *Eames v. Andrews*, 122 U. S. 40.

The question is whether this published showing of the Raleigh bicycle is such a "substantial representation" of the patented device as would enable "any person skilled in the art" to make, construct, and practice the invention to the same practical extent as he would be enabled to do if the information was derived from a prior patent.

With these illustrations and descriptive matter of the Raleigh bicycle before him, showing every detail of the claims in suit except whether or not there was a perforation or opening in the under side of the bracket, and with both perforate and imperforate axle supports to choose from, it is the opinion of the court that any person skilled in the art could as certainly have produced a bicycle involving the subject-matter of the claims in suit as if he had the Smith patent before him. If he chose a perforated axle-support and found that it was objectionable, it is believed that, in view of the state of the art, the most ordinary mechanical skill would tell him to close the opening or adopt an old form of imperforate tube. With the state of the art in view, it is the opinion of the court that there was no patentable difference between the Smith bottom-bracket with a perforation in its under side and a bracket of the same construction without a perforation. This

brings the case within the rule stated in *Chase vs. Filiebrowne*, et al., 58 Fed. Rep. 374. "It is held that if the prior publication contain an omission which would ordinarily be supplied by one skilled in the art, the omission will not avail a subsequent patentee."—citing *Cohn v. Corset Co.* 93 U. S. 366; *Downton v. Milling Co.* 108 U. S. 466.

The claims in suit were evidently allowed by the examiner on the theory that tubular brackets were new—that the depending forked bracket represented the prior art.

Complainant's expert insists that the language of the specification at lines 67 to 70, p. 2, above quoted, does not apply to claims one and six, and that the bottom-bracket before the court must be integrally constructed in a direct line with the forward and backward extending axes of the reach. He does not advise the court as to what other claims of the patent this language appertains. When we consider that the end to be attained by his device was the strengthening of the frame without increase, but with a decrease of weight, it would seem that this position is an afterthought of the expert, and not in the mind of the inventor at the time he filed his application. It appears from the record that for several years preceding the date of the filing of the application for the patent in suit, the bicycle world was very active, with England as its center. The safety bicycle had been reduced to practical shape.

Of the close commercial relations, the interchange of publications, as well as personal intercourse between individuals of this country and England, the court will take judicial notice. As above stated, there is also before the court the fully corroborated testimony of Gould as to his trips to and fro between England and this country, and his intercourse with the manufacturers and dealers on both sides of the ocean. There can be little doubt at a time when the bicycle was becoming a craze that manufacturers and dealers in this country keenly watched, quickly adopted, and closely followed every advance in the art on the other side of the water, for England at that time was acknowledged leader in bicycle manufacture. Indeed, we have direct evidence that this was the fact in the testimony of Mr. Kirk Brown, one of the complainant's witnesses. The admission, therefore, that the subject-matter of the Smith claims in suit was in common use in England during the years 1886 and 1887, nearly three years before Smith's application, raises a strong presumption that some of the English machines may have found their way here, or have been copied by manufacturers in this country.

The fact that English manufacturers had generally adopted the form of construction shown in the Smith claims in suit without evidently considering the change of sufficient importance or novelty to patent,

also throws an important light upon the condition of the art at that time.

It follows that the patent is not valid, and can not, in the light of the evidence as to the prior art, be sustained. The bill is dismissed for want of equity.

Recent Patents.

932,815. Casing for Pneumatic Tires. James H. Seiberling, Jonesboro, Ind. Filed March 3, 1909. Serial No. 481,125.

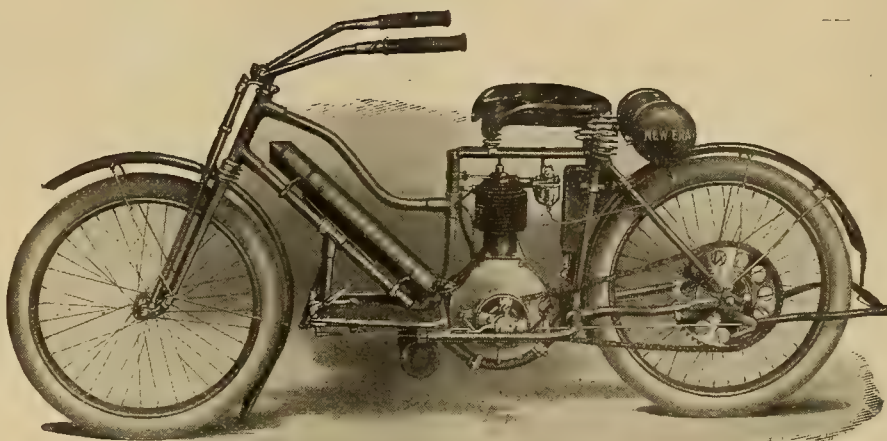
A casing for single clench or double clench rims, comprising a strip having edges adapted to abut, said strip being of greater width than the circumference of the tube to be contained therein, so that the edges will abut with their inner faces, one of said edges having an integral tongue for overlapping the inner face of the other edge, each of said edges having on its outer face an exterior locking rib, the ribs being arranged at equal distances from the edges for the purpose set forth.

934,013. Spring Fork for Bicycles. Henry C. Preston, Jr., Fallston, Md. Filed Jan. 11, 1909. Serial No. 471,632.

1. In a bicycle, the combination of a main fork; a spring controlled wheel carrying mechanism pivotally connected to the main fork and including a supplemental fork; and a member rigidly secured to each branch of the main fork and loosely engaged with the adjacent branch of the supplemental fork, whereby movement of the last named fork relative to said members is permitted, and spring connections between the supplementary and main forks located wholly without said supplementary fork.

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IT MARKED THE BEGINNING OF
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It will make your customers glad they bought from you, and not only will they come back to buy again, but they will send you new trade — be your best advertisement.

Study the construction, the remarkable *service* qualities in this tire. It will be worth your while.

Two extra layers of the closest woven Egyptian fabric possible and a special corrugation absolutely prevent skidding on even the most slippery asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made. Besides these points, note that

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is not made from "reclaimed" rubber from the junk pile, which we could get for 10c a pound, it is not made from "Borneo" or "Guayule." It is made from the best grade of Para

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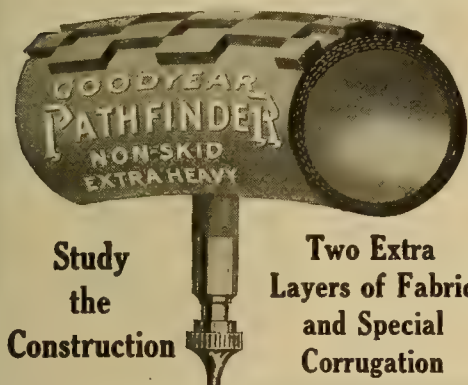
You never saw a cover more tough than that of the Pathfinder Non-Skid Extra Heavy. Yet the tire yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process.

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**There are
Over 600
Successful
Goodyear
Dealers**



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the
Construction

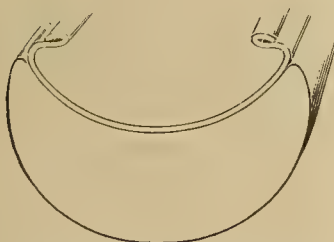
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and Special
Corrugation

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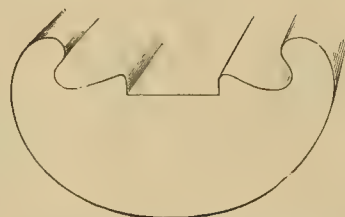
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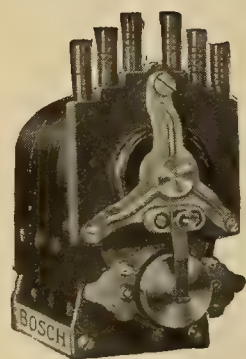


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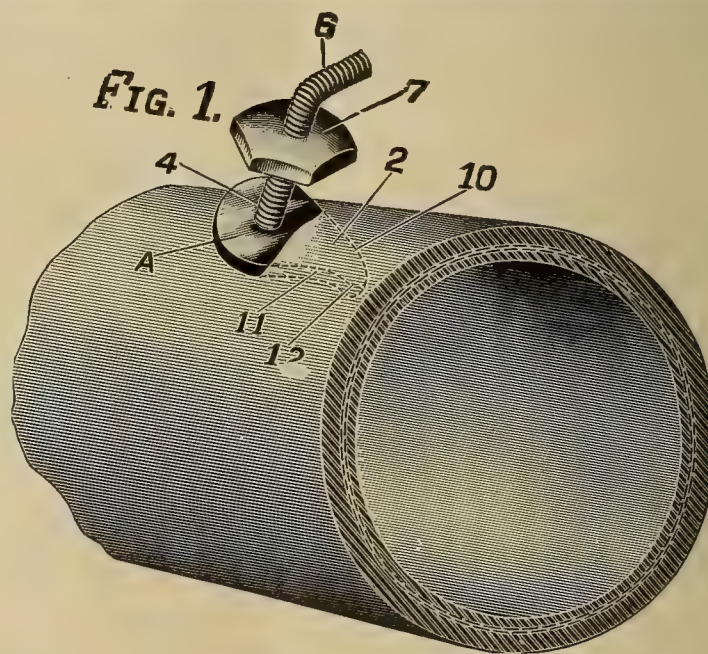
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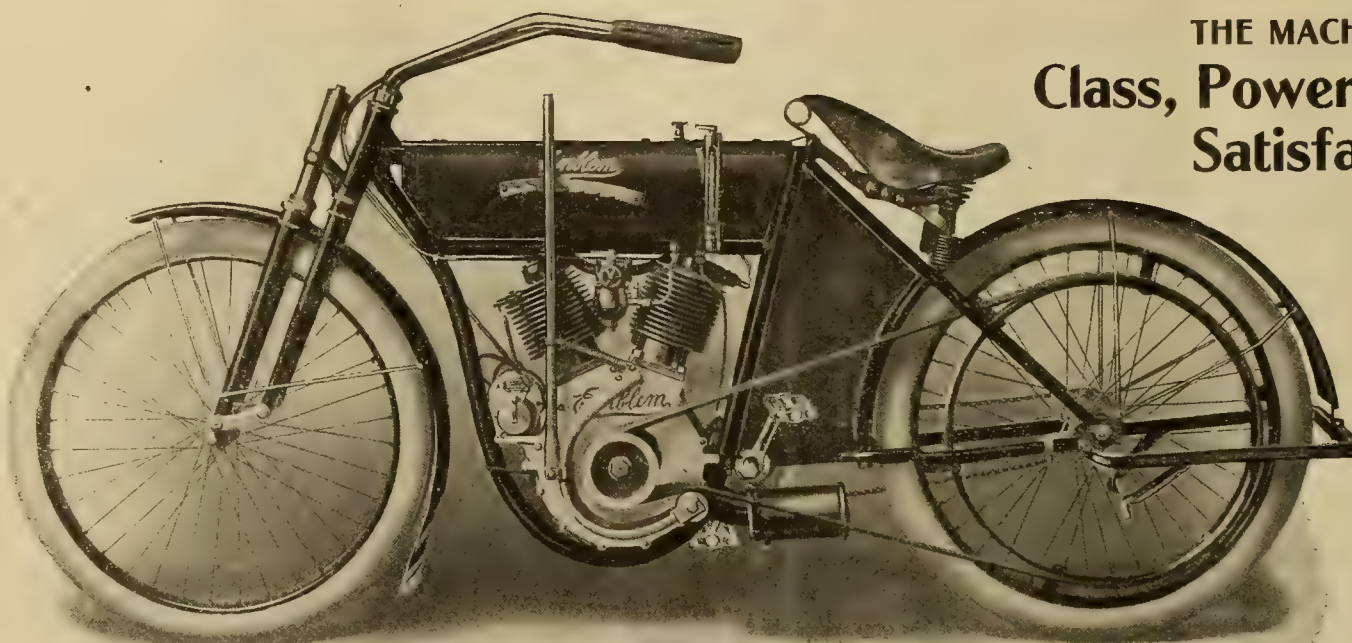
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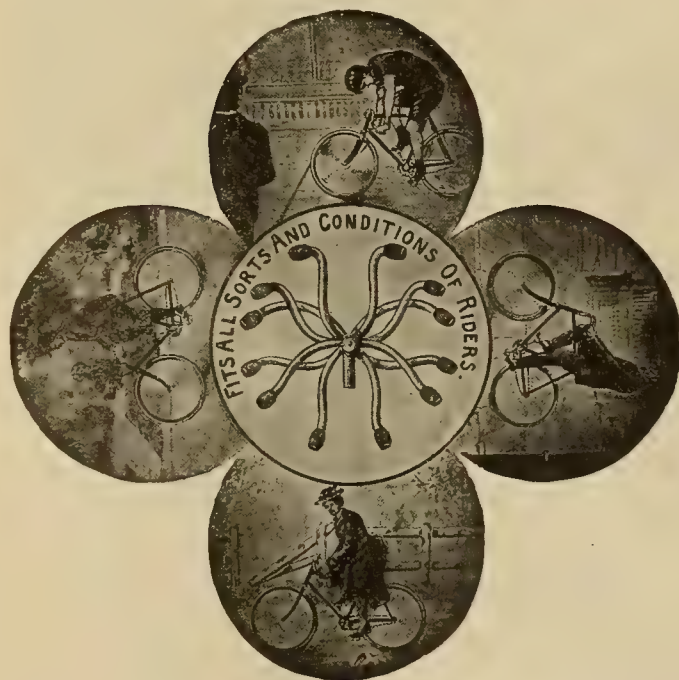
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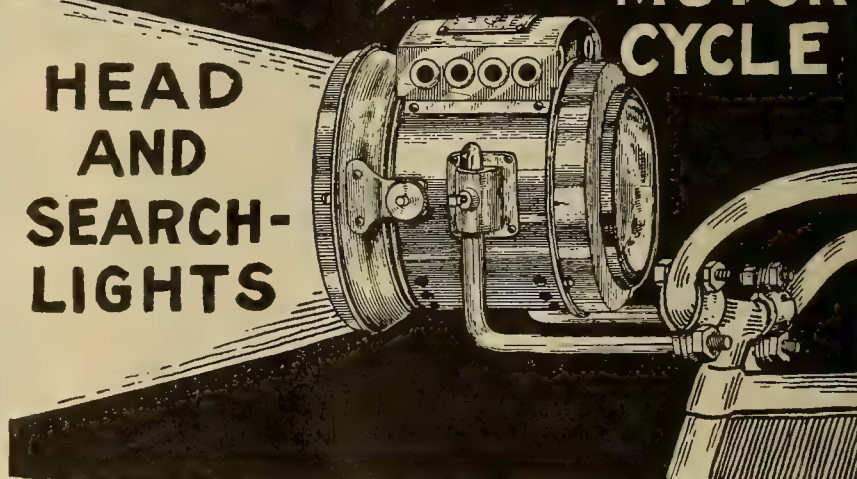
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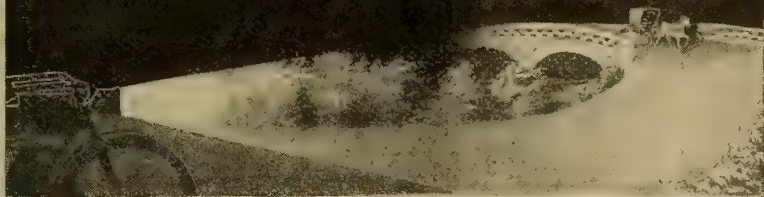


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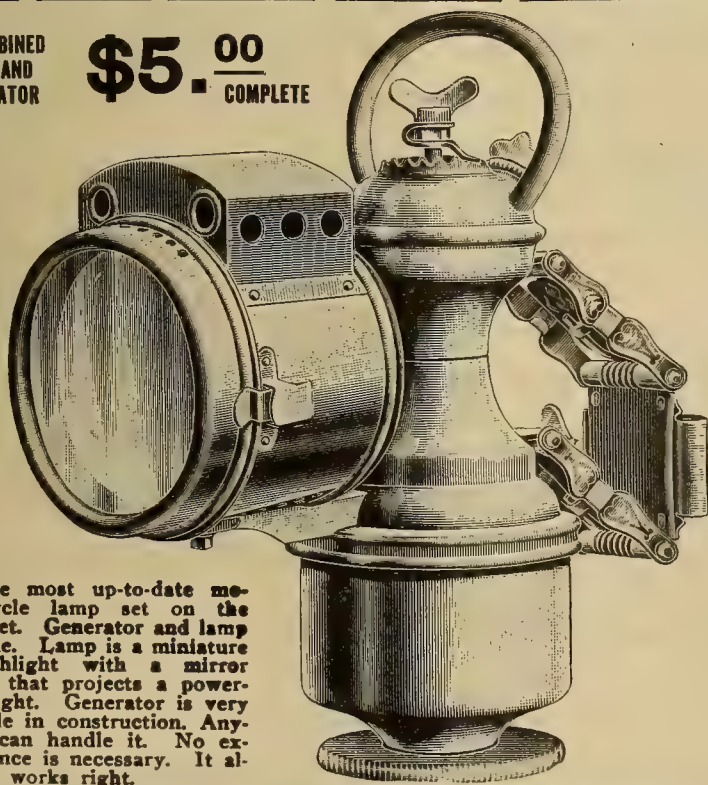
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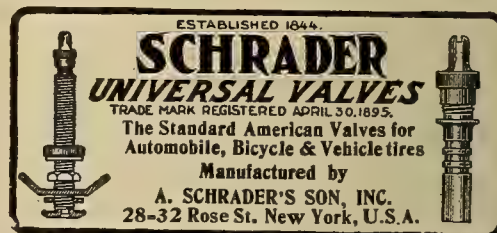
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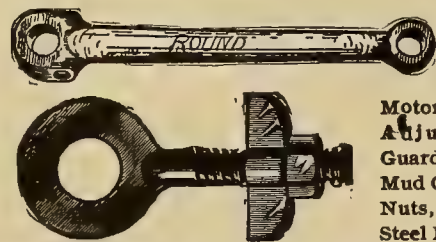
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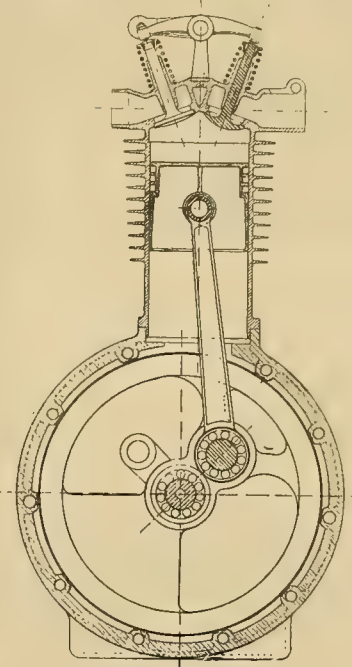
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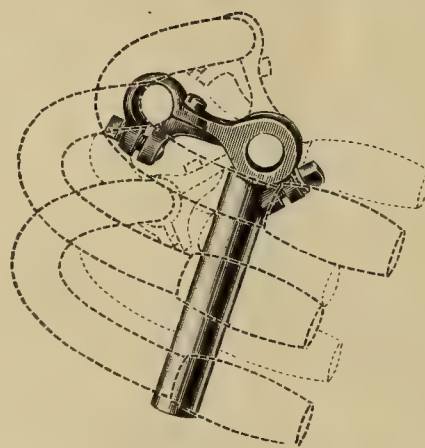
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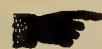
Kokomo Tires

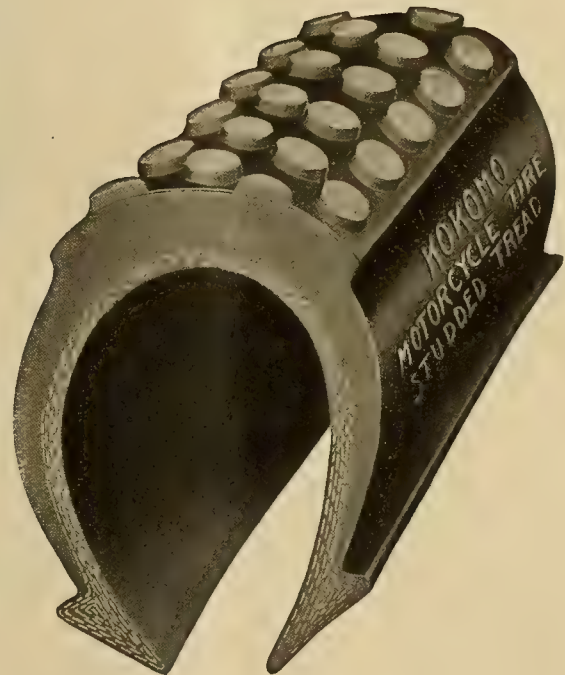
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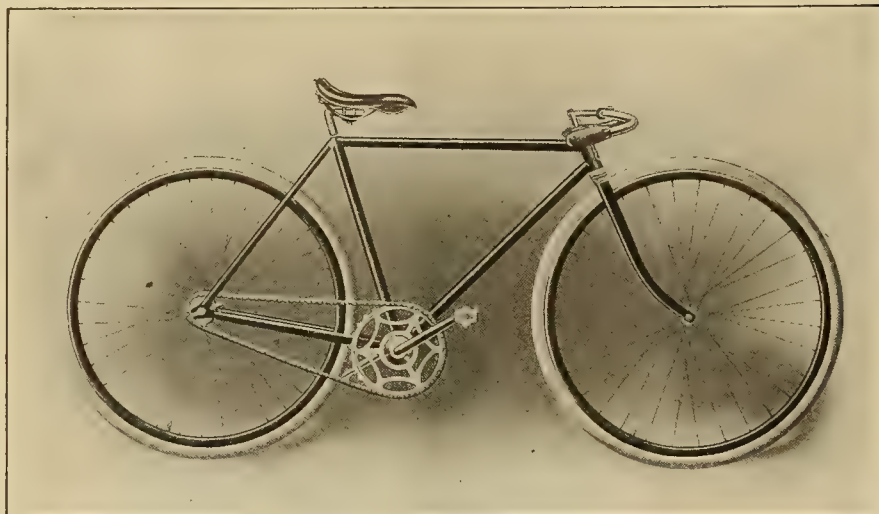
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THE "BUILT LIKE A WATCH" KIND



STERLING MODEL C. TWO-PIECE CRANK.

STERLING BICYCLES are the greatest value for the money on the market. Their success this year has been remarkable. The price and quality have made a big stir in the trade.

Sterling Bicycles are right up to the minute in style. In material and workmanship they are surprisingly good. The fine quality and the low price are made possible only by the possession of long experience, unequalled factory facilities and a great output.

Here is a real money-making proposition. The large sale of these bicycles

this year proves it. There are several styles including a double-bar machine. If you are not already handling Sterlings, let us send you prices and full particulars.

THE POPE MANUFACTURING CO., Hartford, Conn.

There is a Coil

which electrically is so perfect that it will give a working spark on even a faint primary current, while it also will stand heavy overload current without "breaking down."

So sturdy and tough, too, that no motorcycle service can lessen its high efficiency.

It is made for singles or twins, and is supplied with either flat or conical ends.

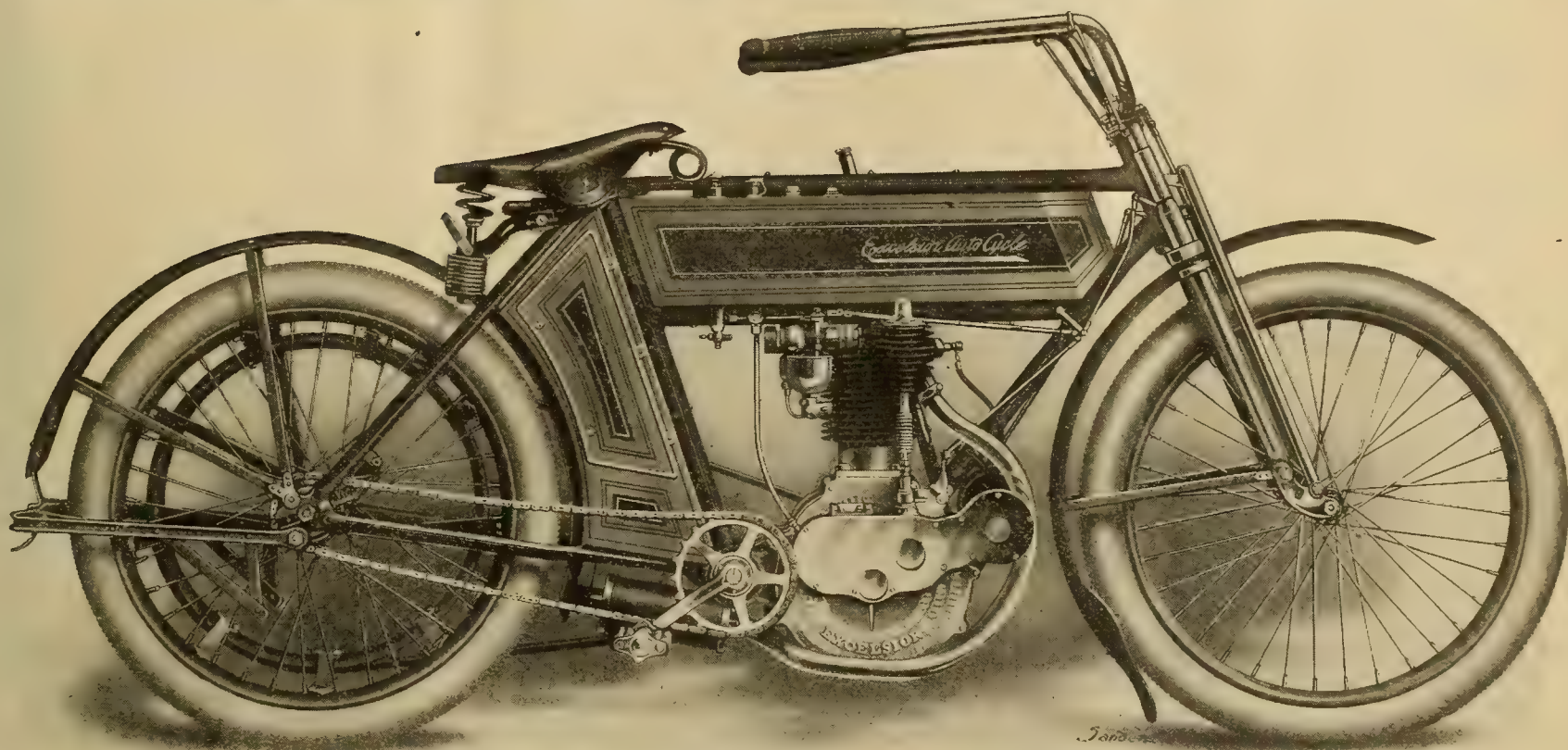
Its name is 

PITTSFIELD

PITTSFIELD SPARK COIL COMPANY, Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

EXCELSIOR AUTO-CYCLE



The Quality That Counts

is on the inside. Nearly all motorcycles are attractively finished on the outside but it is the material, workmanship and design under the enamel that makes the serviceable and dependable machine. It is drop forged frame fittings, tool steel bearings and crank shafts, copper oil and gasoline tanks, properly ground cylinders, properly balanced motor, efficient lubricating systems, and such vital features that make the really high class machine and these are all found in the

EXCELSIOR AUTO-CYCLE

In buying a motorcycle, examine it carefully and if it lacks any of them, it thereby misses perfection and reliability. Practically every big concern with an expert engineering staff who uses motorcycles in their business uses EXCELSIORS. It is a convincing proof of EXCELSIOR QUALITY.

EXCELSIOR SUPPLY COMPANY

233-237 Randolph St.

Members M. M. A.
Established 1876

Chicago, Illinois

Eastern Representative: STANLEY T. KELLOGG, 2312 Broadway, New York.

PACIFIC COAST BRANCH—361-3 Golden Gate Ave., San Francisco, Cal.

Among the many good reasons for specifying Morgan & Wright White Tread Motorcycle Tires on your machine for the coming season, the one which will strike closest to your heart (and pocket book) is this —

MORGAN & WRIGHT WHITE TREAD MOTORCYCLE TIRES

because of the extra amount of tough, wear-resisting rubber which goes into their treads, give much more than the ordinary amount of service and save the motorcyclist who uses them a corresponding amount in his tire bills.

Your manufacturer or dealer will be glad to equip your machine with them if you ask him.

MORGAN & WRIGHT, Detroit

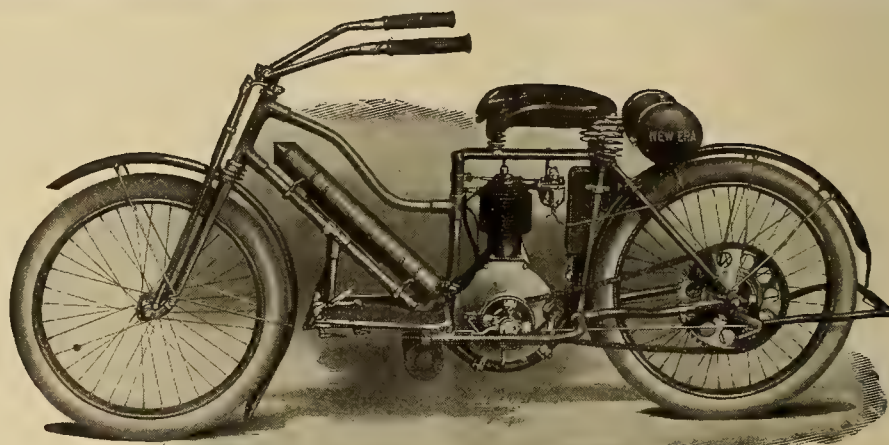
Branches, Agencies or Dealers Everywhere.

A New Era in Motorcycling

was begun when

The New Era Auto-Cycle

made its appearance. It marked the beginning of real practicability and comfort.



Its long, low frame and spring-suspended, upholstered form seat and foot-board (instead of pedals), makes it available for all ages and sizes and conditions of mankind; its two speed transmission makes it master of any and all hills and renders possible the slow pace so necessary to safety and comfort on rough country roads and crowded city streets; its free engine (engine started by a crank like an automobile), makes it possible to start anywhere from a standstill and without even "jacking up" the machine. Lots of these ideas are being and will be copied but don't you pay for manufacturers' experiments. You don't have to do so when the New Era offers them in perfected form.

WRITE FOR ADVANCE CIRCULAR AND AGENCY PROPOSITION.

THE NEW ERA AUTO-CYCLE CO., No. 2 Dale Avenue, Dayton, Ohio

Greenville, O., Feb. 18, 1910.

Dear Sirs: In regard to inquiry can say that the New Era Auto-Cycle is much beyond my expectations. I purchased my machine April 11, 1909, and up to the first of the year 1910, I had ridden something over 10,000 miles, and have a good machine yet. For our work or any other, racing excepted, I would not give one "NEW ERA" for a car load of other makes for every day use. Mud, snow, hills, level ground and good roads are all the same to the "NEW ERA." I am in the fire insurance business and use my machine in all kinds of weather and on all kinds of roads.

Yours,
O. P. McGRUFF.

Tillinghast Patent

SUSTAINED

By Circuit Court of Appeals

WE desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in an opinion rendered by the Circuit Court of Appeals, on the appeal from the decision in our favor rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

Since the above decision the Continental Rubber Works, of Erie, have settled for all past infringements and have entered into license agreement for the balance of the life of the patent.

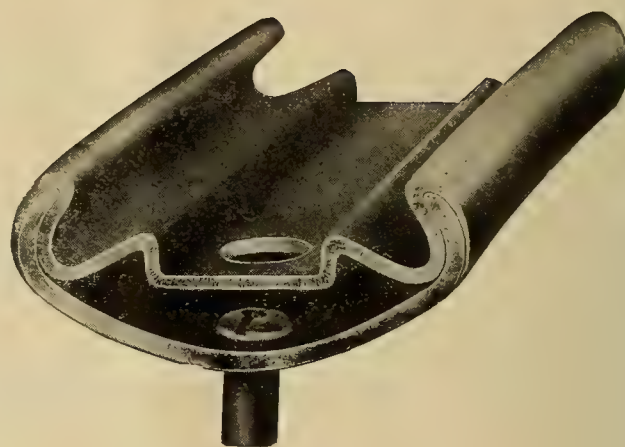
**SINGLE TUBE AUTOMOBILE
AND BICYCLE TIRE COMPANY**

G & J TIRES



Stick to Quality

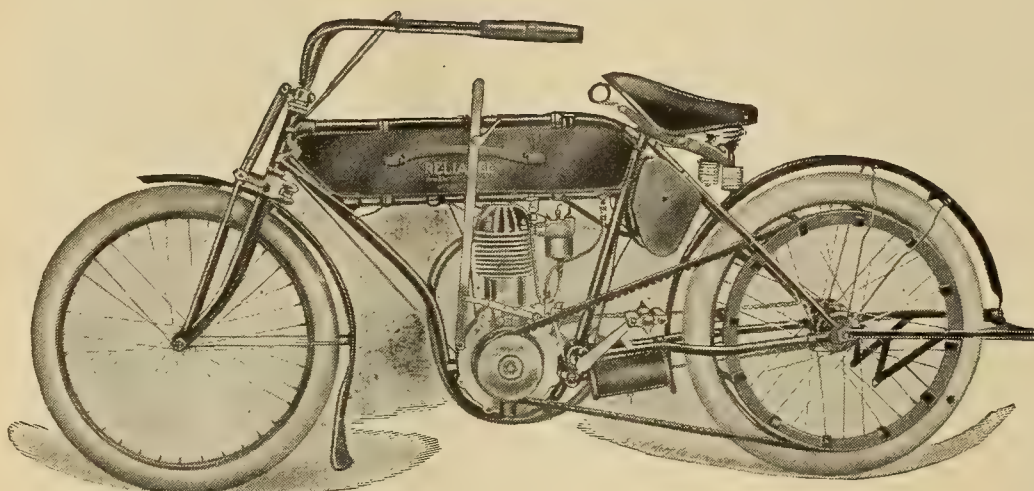
It doesn't pay to experiment with unreliable motorcycle tires even if they are cheaper. They are very apt to cause you to invest in a ride on the "Interurban"—You better put that money in the price of a pair of high grade



tires and ride home on your motorcycle. Write for a copy of our new Booklet.

G & J TIRE COMPANY, Indianapolis, Ind.

Here Is What You Have Been Looking For—



Model C as above, complete with the two speed pulley, \$225.

you are off. 5 to 1 on high, 9 to 1 on low. Write for complete specifications of this and our 4½ H. P. Single and 7 H. P. Twin.

A motorcycle with a neat, compact two speed and free engine pulley, that is simplicity itself in construction, positive in its action, whether in high, low, or free engine position. **THINK OF IT!** Start engine on stand anywhere, on the steepest hill or deepest sand and then by just pushing forward a lever

RELIANCE MOTORCYCLE COMPANY, 444 Main St., Owego, Tioga Co., N. Y.

K & C Lock Joint Wood Rims

AND SOME LIGHT ON THE WOOD RIM SITUATION

We were interested in reading in the *Bicycling World* of January 15, 1910, the news concerning the dissolution of The Mutual Rim Co.

The meeting of the Board of Directors therein referred to was the regular scheduled quarterly meeting at which a majority of the Board of Directors were present. The gentleman from Michigan says it was high handed to oust him from the office of president of the company; and possibly the assertion may be true; but then it is sometimes necessary to reach quite high to reach the gentleman from Michigan. We notice the statement said nothing about why he was ousted from office, only that he was ousted, and that it was high handed.

We suppose the trade is not interested in the affairs of the Mutual Rim Company only so far as it concerns their interests. We will state briefly why the gentleman was ousted from office.

The Board of Directors of The Mutual Rim Co. found that while the gentleman from Michigan was drawing his salary and expenses from The Mutual Rim Co. as president of the company and as trustee of his associates' interests, that he was traveling the greater part of the past year trying to sign the manufacturers and jobbers of the country to a mongrel rim contract, and doing so without the knowledge or authority of the Board of Directors. The contracts he secured and executed with the manufacturers and jobbers between January 1, 1909, and December 15, 1909, are illegal, whether they are with The Mutual Rim Co. or The American Wood Rim Co.—illegal if they were drawn solely with The Mutual Rim Co., because there were contracts already in force with practically every manufacturer and jobber in the United States, running until August 1, 1911, and the Board of Directors had authorized no change in these contracts; illegal if made with The American Wood Rim Co., because the gentleman from Michigan had no right to draw his salary and expenses from The Mutual Rim Co., acting as trustee for his associate stockholders, while securing contracts to ruin their business; illegal if it was a mongrel contract, drawn in such a manner as to take in "The Mutual Rim Co.," "The Rim Co.," "The American Wood Rim Co.," or any other company for the reason he had no right or authority to join The Mutual Rim Co. to a contract with anyone else.

The majority of the Board of Directors of The Mutual Rim Co. who were stockholders in the company and who represented factories other than the American Wood Rim Co., came to the conclusion (when they learned what their president had been doing) that if they desired to preserve and safeguard their own interests and avoid being put in a position where the gentleman from Michigan could say on August 1, 1911 (when The Mutual Rim Co. contracts with jobbers and manufacturers were to expire): "I have all the contracts; your business will be the few crumbs that we brush off the American Wood Rim Co. table, or none at all, as you prefer," it was necessary for them to oust the president and take their chances; and they ousted him, and perhaps it was high handed, but it brought things to a focus and The Mutual Rim Co. went to The Detroit Trust Co. as liquidating trustee, and all

contracts with The Mutual Rim Co. expired December 30, 1909, by the company going into liquidation.

Manufacturers and jobbers are now at liberty to purchase their rims of any one they choose, and without regard to contracts signed previous to December 15, 1909.

If anyone brings threats to bear, pay no attention to them.

So far as our company is concerned we shall not ask any manufacturer or jobber to place a contract to purchase our goods exclusively. We say: Buy where you think it is for your best interest to buy. If the volume of our business depends upon anything but good goods at a fair price, and fair dealing with all our customers, then the others are welcome to it.

A few words now as to our business: We shall manufacture the coming year more goods than ever before. The K. & C. Lock Joint Rim will still remain the rim of quality—the different rim, different in the make from start to finish, different bending process, different jointing process, different glueing process, different drilling, different finishing, in fact different from the other kind in every respect. If you want to become acquainted with the difference, order a few and you will quickly see wherein they are different. All our rims are jointed with waterproof cement, all rims are drilled and sanded before finishing, not afterwards; all our rims are varnished with Japanese waterproof lacquered varnish, both on the inside and outside in the tire seat. All these things cost money, but make the quality rim. Our rims cost more to make than other rims and are worth more, but the difference in cost of manufacture of a few cents per pair is the difference in the quality.

We wish to thank those of the manufacturing and jobbing trade throughout the country, who have been our customers for many years, and to tell them that we have appreciated their loyal support.

From those manufacturers and jobbers who have not used our goods, we will appreciate any orders with which we may be favored.

To the retail trade of the country we wish to say that K. & C. Lock Joint Rims will give you satisfaction and please your customers. If your jobber does not keep K. & C. Lock Joint Rims, because they cost him a trifle more than the other kind with which you have been supplied, write to us and we will send you the name of a jobber in your territory who will furnish them at the same price you have been paying for the other kind. If there is no jobber in your territory who keeps K. & C. Lock Joint Rims, we will see that you get the rims anyway.

We have one of the finest Wood Working Plants in the United States, with mechanics who have been with us for many years and who have the brains to make quality rims.

We have a \$50,000.00 interest in one of the best lumber mills in New England, that controls 18,000 acres of virgin hardwood, the mill is now sawing out 10,000 strips per week, which will soon be increased to 20,000 strips per week.

We are preparing to "go some" in making rims.

K & C MANUFACTURING CO., Henniker, New Hampshire

STOPPED!

The manufacture of Armless Brakes by

The Atherton People

The Buffalo Metal Goods Co., of Buffalo, N. Y., under date of December 23, 1909, have notified us that

"We will cease immediately from using the armless device as covered by the patent."

(The patent referred to is our O'Horo patent covering the Musselman Coaster Brake.)

**All Infringers of This "Armless"
Feature Will Be Prosecuted**

THE MIAMI CYCLE & MFG. CO.

Middletown, Ohio

Coaster Brake Licensees

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, February 26, 1910.

No. 23

DATES FIXED FOR NEW YORK SHOW

Promoters Make Unusually Early Announcement of Plans—Space to be Provided for 27 Motorcycle Exhibits.

Dates already have been selected for the 1911 show at Madison Square Garden New York City, where the motorcycle section has become an established feature each year, and announcement of the plans concerning the show discloses that it is to be a two weeks affair, the first week being for pleasure vehicles and the second for those of a commercial character. The dates selected are January 7 to 14, and 17 to 24, the latter section of the exhibition opening on the Tuesday following the Saturday night closing of the first part.

Provision is to be made for 27 exhibitors of motorcycles, and the extensive rebuilding of the interior of the Garden is to be made for the accommodation of 80 exhibitors of cars and 300 motor and accessory manufacturers. By extending the elevated platform so that it will be 50 feet wide, with another platform overhead, at least 20,000 square feet more will be available than at any previous Garden show.

As heretofore, the motorcycle section will have a place more or less to itself in the basement, where all the motorcycle exhibits will be gathered the first week. Those makers who have commercial forms of their machines, however, may arrange for space the second week if they so desire.

Work is to commence early in July on the preparation of the interior construction which will be made in sections to permit rapid installation. The show, of course will be under the management of the Association of Licensed Automobile Manufacturers.

Baker Moves Nearer to Broadway.

F. A. Baker & Co., the well known New York jobbers and the distributors of Pierce

bicycles and Indian motorcycles, this week removed from 37 Warren street to No. 10 on the same street, which is within a stone's throw of Broadway, and which will afford about twice as much room as their old store. They have also installed an electric power repair plant, which includes entirely new machinery, in their retail store at 1080-82 Bedford avenue, Brooklyn.

Motorcycles that Will Be Shown in Boston.

Eleven exhibits will constitute the motorcycle section of the Boston show, which will open on Saturday next, 5th inst. The machines that will be displayed are the Indian, Thor, Excelsior, Merkel, Yale, Racycle, Reliance, Pierce, M-M, R-S and Crouch, the latter being the only one which was not exhibited at either the New York or the Chicago show. For the first time the motorcycles will be staged on the first gallery instead of in the basement.

New Firm Organized in Cincinnati.

The Motorcycle Sales Co. is the style of a new firm which has been organized in Cincinnati, Ohio, and which has located at 227 East Fourth street. F. P. Harker is the leading spirit in the enterprise. The firm will handle the Marvel motorcycle in Cincinnati and adjoining counties and will maintain a repair department in addition to its salesroom.

Hendee Begins Work on Big Addition.

The Hendee Mfg. Co. Springfield, Mass., celebrated Washington's birthday by breaking ground for a projected five story addition to its plant. The new building, in which brick and stone will be employed, will be 256x42 feet and the work of construction will be pushed with all possible speed.

Parker Returns Home and "Opens Up."

L. E. Parker, a former resident of Aurora, Ill., has returned to that city and opened a motor and bicycle repair shop at 88 Main street. During his absence he acquired considerable experience as a mechanical inspector in an engine factory.

DENIES WHEELER AN INJUNCTION

His Effort to Control a Carburetter Situation Meets with Set-back—Patent Which He Tries to Exploit.

Claiming patent control over carburetters that have the air inlet and the throttle outlet interchangeable, Wheeler & Schebler, of Indianapolis, Ind., have brought suit against the Generator Valve Co. and the Monarch Valve Co., of Brooklyn, N. Y., but in an attempt to obtain a preliminary injunction against these companies the Indianapolis firm on Saturday, 19th inst., met with defeat. The hearing took place on Friday, the day preceding, in the United States Circuit Court for the Eastern District of New York, sitting in Brooklyn, and Judge Thomas I. Chatfield, in denying the Wheeler & Schebler petition prepared his decision in so short a time that he will take further occasion to go over it before publishing it, although its general character was made known to the attorneys and the orders for the denial of the injunction were executed the same day.

Such infringement as is alleged to exist is based on one patent, No. 806,434, dated December 5, 1905, and in the motion for a preliminary injunction the issue is confined to the first claim. This claim is for the combination, with the main casing of a carburetter, of an air inlet attachment and a throttle valve attachment, and means for securing these attachments to the main body of the casing so that they may be interchanged in position. The arrangement permits the inlet to be secured at the top and the throttle at the side, or the throttle at the top and the inlet at the side. The attorney for the defense, Henry D. Williams, of New York, indicates that a search at Washington has disclosed eight prior patents, each of which completely anticipates this idea, and many others that approach it closely.

THE CHIEF CAUSES OF FAILURE

Bradstreet's Says There Are Eight of Them, Insufficient Capital Being First—The Record for 1909.

Dealing with the subject "Why Men Fail," Bradstreet's says: "Many years of experience have shown that eight leading causes are subjective and attributable to those who fail, while three others exert their influence from circumstances existing without the individuals themselves.

"These causes may properly be grouped as follows:

"Due to faults of those failing—Incompetence, irrespective of other causes; inexperience, without other incompetence; lack of capital; unwise granting of credits; speculation, outside regular business; neglect of business, due to doubtful habits; personal extravagance; fraudulent disposition of property.

"Not due to faults of those failing—Specific conditions, disaster, etc.; failure of others, of apparently solvent debtors; competition.

"In 1909, 81 per cent. of the failures were attributed to the faults of those failing, grouped under the above eight causes, as against 77.5 per cent. in 1908, 81.1 per cent. in 1907, and 79.7 per cent. in 1906. The three causes classed as beyond the individual's control accounted for 19 per cent., as against 22.5 per cent. in 1908, 18.9 per cent. in 1907, and 20.3 per cent. in 1906. There is here indicated something like a return to normal in 1909 as regards predisposing causes.

"In 1908 it will be remembered, the returns indicated the effects of the 1907 panic strain projected into the succeeding year, the effects of the panic trouble not becoming visible, as regards the number of failures, until 1908, because of the occurrence of the trouble in the last quarter of 1907.

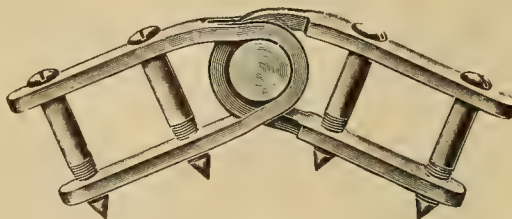
"As regards liabilities, it might be noted that 72.5 per cent. of the failure damage in 1909 was attributed to the faults of those failing, as against 62 per cent. in 1908, 44.6 per cent. in 1907, and 72.9 per cent. in 1906. Causes outside of the individual's control were responsible for 27.5 per cent. of the liabilities in 1909, as against 38 per cent. in 1908, 55.4 per cent. in 1907, and 72.1 per cent. in 1906. It will be recalled that very large suspensions in the last quarter of 1907 swelled the aggregate of failure damage very largely, and to this cause is to be attributed the large increase in the percentage attributed to specific conditions, under which head panic strain and unsettlement naturally come as a cause beyond individual control.

"Lack of capital, as usual, looms up as the most notable single predisposing cause of failure, the proportion last year being 34.5 per cent., as against 34.2 per cent. in

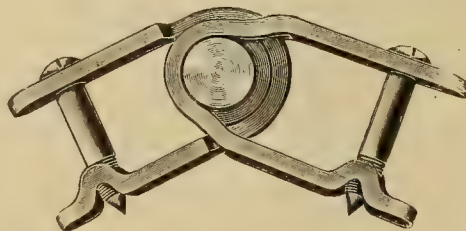
1908, 37.1 per cent. in 1907 and 35.9 per cent. in 1906."

Belt Fasteners for High Power.

On the old principle that a chain is no stronger than its weakest link, a motorcycle belt is no stronger than its fastener, and because of the changes and increased powers which are being introduced into belt driven machines it has been found necessary in some instances to develop new forms of fasteners in order to meet the new conditions which are imposed. In addition to its standard type of belt fastener,



the N. S. U. Motor Co., of New York City, has brought out two recent types which are designed for taking care of high power. Of these the four-screw model, as shown in the illustration, is recommended for machines with "under-geared" belt pulleys or for those with very high power and a driving pulley sufficiently large to accommodate the slightly greater length of the four-screw type. Obviously the use of two screws at each end of the belt is calculated



to provide greater security than single screws of the same kind. Single screws, however, are employed in the other new fastener, as shown, the increased power requirements having been met by the provision of a "hump" or corrugation where the screw enters the lower part of the link, giving a squeezing or binding effect on the belt for its full width.

Queer Way of Stopping Fake Auctions.

Suggestive of "cutting off one's nose to spite one's face," the cycle dealers in Christchurch, New Zealand, with the approval of their Retail Cycle Traders' Association, have adopted a radical if somewhat doubtful plan for stamping out fake bicycle auctions, such as have bothered dealers in England for many years, and which are the means of the "auctioneers" disposing of machines of shady origin in competition with reputable makes. The New Zealanders instituted opposition sales where they disposed of high grade bicycles at about half their usual prices, with the idea of putting the auction system out of business and apparently without thought of the money they were losing.

GETS CYCLE ORDERS ALL YEAR

Traveling Salesman Finds Remarkable Improvement in Trade Conditions—Contrasts with Previous Years.

Enthusiastic in his reports of the present activity in the cycle business a traveling representative for one of the big cycle manufacturing companies which makes no machines that sell for less than \$30 at retail finds that the demand for bicycles is at present greater than for the corresponding time in several years. His territory includes such representative states as Pennsylvania, New York and New Jersey, and in all of these, he declares, the cycle salesmen are finding generous orders and a most optimistic outlook on the part of the dealers.

"It is not only our own company which is doing a heavier business," he says, "but I know that the travelers for other companies as well, are getting larger orders than they expected. In fact while we still reap our greatest harvest at this time of the year the business has changed greatly and has become a staple one. It used to be that the traveling men were kept out on the road only about four months of the year but now many of the companies keep their traveling force going all the year through, and we are able to do business all the time.

"Each year since 1904 our business has shown a decided gain and also a lengthening of the season until the time has arrived when we are selling to dealers from January 1 to December 31 without a lay-off or an interruption. Many of the dealers, too, are developing a good winter business, and I could name quite a few who sell from ten to a dozen of our machines for Christmas presents. The greatly increased orders just before Christmas have become a regular thing with us and indicate that as dealers learn to appreciate the opportunity for sales which Christmas provides there will be even a greater activity at that time. It is a feature of the business that repays cultivation."

Massachusetts Dealer Purchases Property.

That George W. Auger one of the New Bedford (Mass.) bicycle dealers, has prospered and kept the proverbial "rainy day" in mind, is indicated by his purchase last week of the property in which his store has been located for several years. It is at 228 Purchase street, one of New Bedford's principal thoroughfares.

Indiana Firm Opens Branch Store.

J. S. Evans & Son, 820 Wabash avenue, Terre Haute, Ind., have found business so good that they have opened a branch store in that city at Lafayette avenue and Linden street. Both bicycles and motorcycles will be stocked.

MOTORCYCLES STAGED AT SHOWS

Impressive Displays at Seven Local Exhibitions—Bicycles Also in Evidence—Exhibitors and Their Machines.

Indications are not wanting that interest in motorcycles is greater this season than ever before, and nowhere is this growing popularity better illustrated than in the number and prominence of the machines which are being exhibited at the local automobile shows which now are in full blast throughout the country. Of the ten local shows which were running during the past week, seven included large and impressive

Stenger, Merkel, Pierce and R.S. Another debutant in the local show circuit was Grand Rapids, Mich., the function taking place in the Klingman Furniture Exhibition building. The motorcycle section was composed of the following: Heth Bros., Excelsior; Joseph Poisson, Indian and Harley-Davidson.

Of creditable nature indeed was the showing made at the Salt Lake City (Utah) first annual show, which was held in the Auditorium, motorcycles and bicycles occupying prominent spaces and it also was notable in that it uncovered the invasion by a woman of the motorcycle selling field. The exhibitors of two wheeled vehicles were the following: Mrs. A. L. Carter, Indian motorcycles, bicycles; Bicycle Supply

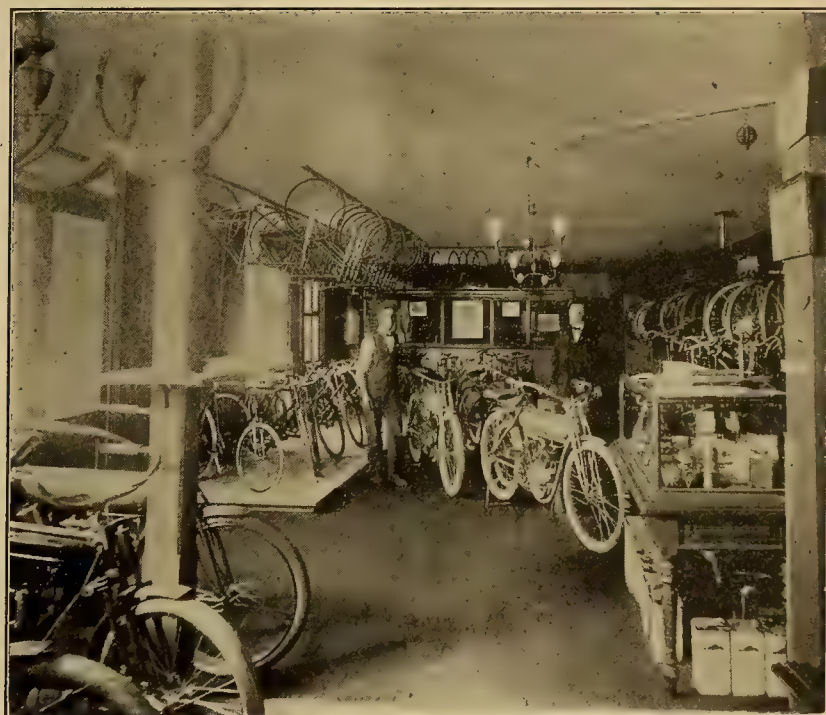
"LONG STROKE" AND ITS MERITS

Increased Economy and Smoother Running are Claimed Among Its Advantages—Reduction in Exhaust Gas Force.

With the introduction this year of several "long stroke" motorcycles, the question of the relative advantages of the type is coming in for no small discussion. The points it involves are numerous and more or less complicated by theory. But the plainest arguments for and against it are relatively simple. In a word, the introduction of the engine which has a much greater stroke than bore—which is as close a definition

STORES OF WHICH THEIR OWNERS ARE PROUD

(I). HARRY F. SEAMARK, WASHINGTON, D. C.



display of motorcycles, while at two exhibitions, bicycles were very much in evidence.

At the Newark (N. J.) show which was held in Essex Troop armory, Watson J. Kluszek showed the Harley-Davidson and Frank C. Cornish the Yale. There was a strong showing of the two wheelers at the Minneapolis (Minn.) show held in the National Guard armory, nine brands being displayed. The Eagle, a native of the Mill City, was shown by its makers, the Eagle Motor Works, and the other lines were staged by the local agents as follows: Yale Motorcycle Co., Yale; Ira Enmark, Excelsior; Hammer & Bisset Indian, and Edwards Cycle Co., Wagner, Merkel, Light, New Era and Racycle.

Cincinnati (O.) staged its first exhibition in Music Hall, and the following machines were in evidence, through the medium of the local representatives: Bumiller-Reemelin Co., Indian; Milton Motorcycle Co., Thor, New Era and Harley-Davidson; Ferd

Co., Excelsior motorcycles, bicycles; Meredith Bicycle Co., Merkel and N.S.U. motorcycles, bicycles; Schettler Motorcycle Co., motorcycles.

In little Binghamton (N. Y.) which held its initial automobile show in the state armory, which appears to be the pet structure for local shows, the largest display of all was made, six brands each, of bicycles and motorcycles being in evidence, as follows: Motorcycles—C. O. Wellman, Royal Pioneer and Curtis; Frank S. Bump Co., Indian; Reliance Motorcycle Co., Reliance; Carl Wright, Marvel, and W. Brown, M.M. Bicycles—Waldron Drug Co., Iver-Johnson and Columbia; Frank T. Abbott, Rambler, Monarch, Niagara and Messenger. In Baltimore, Md., Howard A. French & Co., local Indian agents, had an attractive array of machines on display at the show in the Fifth Regiment armory, and the firm made liberal use of half-page advertisements in the daily papers to call attention to the fact.

as the long stroke engine ever has had—is supposed to bring about greater fuel economy, smoother running and less noisy exhaust.

Increased economy, of course, is advantageous because it stands for increased mileage with the same amount of fuel tankage; smoother running is advocated as a means of reducing vibration, lessening the stresses in frame parts which are occasioned by the straining of the motor in its fastenings; reducing the noise, while itself a direct benefit to the cause of motorcycling, also is desirable in this instance because it involves a reduction in the noise made by the machine not through choking the exhaust outlet by means of a muffler, and thus creating back pressure, but by removing from the exhaust gases some of the energy which ordinarily renders the exhaust noisy. It should be mentioned that the long stroke motor at present is being used to an increasing extent in the automobile field, and with apparently beneficial results.

The true inwardness of the enthusiasm of many engineers for the long stroke motor is that lengthening the stroke permits the charges within the cylinder to expand to a lower pressure than is attained with the "square" or the short stroke engine. This accounts for reduced pressure in the muffler, and so for greater ease of muffling, less noise and also a freer outlet for the exhaust. Increasing the amount of expansion of the charge means that a greater amount of power is obtained from the gas than otherwise would be obtained, which results in increased power from each explosion, and so an increase in the distance traveled on a given quantity of fuel.

A point which has to be taken into account, however, and one which is of considerable importance, is that increasing the stroke ordinarily involves reducing the number of revolutions per minute of the crank shaft. As is well known, the piston speed is limited by the necessity of securing proper lubrication, as well as by practical conditions relating to the proportioning of the ports, the flow of the gases and the question of engine balance. In most motorcycle engines, this speed is pretty nearly attained under ordinary running conditions. Therefore, to increase the stroke would involve increasing the number of feet per minute traveled by the piston, unless the number of revolutions is reduced. Reducing the speed reduces the number of explosions per minute and because of the greater expansion renders them less severe in their effect upon the machine as a whole.

On the other hand, it is objected by some experts that the long stroke engine, because of its lower speed, is less readily controlled for the reason that sudden changes in the load tend to alter its speed to a greater extent than corresponding load changes would alter the speed of a short stroke engine. It also is held that the long stroke engine, because of its less frequent pulsations, is less easily balanced than the short stroke type—the claims of the adherents to the two types being thus in opposition to one another. Actually, it is known that both types give exceedingly smooth action when properly designed.

The real question involved is one of pure design and relates to the thermal advantages of relatively greater or less expansion per charge. While many designers are looking with favor on the long stroke engine as promising many advantages, others, perhaps equally numerous, incline to the belief that the short stroke, while perhaps less economical, affords better working conditions and is a much easier style of engine to "work" on the road. As a matter of fact neither type has yet been proved markedly superior to the other, to speak in a perfectly general way and without regard to the type of machine involved. The present vogue of the long stroke automobile engine results largely from the makers' efforts to increase power without exceeding the limits of bore imposed by the racing rules of a year or two ago.

FORK WITHOUT SLIDING PARTS

Spring Device Originated by an Ohioan
that Embodies Novelty—How It Per-
forms Its Functions.

Combining the rigid effects of independent double trusses, one for the head and one for the side members, a novel form of spring fork has been produced by H. E. Pilgrim, of Hamilton, Ohio, which after a year's use on a heavy twin motorcycle and about 5,000 miles of road service, in the words of its inventor, "has not been found wanting in any particular." In appearance, the design suggests the plain



PILGRIM'S SPRING FORK.

trussed fork, save for the presence of the exposed helical spring in front of the head; in principle, however, it differs considerably. There are no sliding parts, and the entire flexing action takes place at the crown about a trunnion joint which is mounted on ball bearings.

The accompanying illustration affords a good idea of the way in which the scheme has been applied. The head member consists of the ordinary fork stem, a horizontal member projecting forward from the crown, and a couple of diagonal truss bars which extend to the top of the head. The lower member consists of the ordinary fork sides, which have forward offsets at the top, the rough triangle thus formed being closed by means of straight truss rods which run down to the axle ends. A cross connection between the forward offsets at the top of the fork side members, affords a seat for the spring. The bolt running down through the spring is secured to the spring above, where adjustment is rendered possible by means of lock nuts, and below, is

attached to the forward extension of the head member.

The upper and lower fork are joined by means of a shaft which runs through from side to side and is a driving fit in the head truss. The lower truss is fitted with ball cups, which are adjustable on the outside. In this way, all fork play is carried on the balls and the action is absolutely governed by the tension of the spring.

The spring employed is 4 inches long and 1½ inches in diameter, and, as is evident from the construction, is entirely relieved of any of the stresses due to steering. These stresses are entirely absorbed by the trunnion upon which the lower member is pivoted, and this is made sufficiently heavy so that no side play is permitted, the steering in consequence being practically as certain as with a plain fork, and side play being entirely eliminated.

Influence of the Wrong Picture.

The closeness with which the advertisements in the *Bicycling World* are followed, recently was well illustrated by an error made in the use of a cut in the ad. of the Harley-Davidson Motor Co. The cut—small one—illustrated an old model of the Harley-Davidson, but as that machine has not undergone any considerable change in design or appearance the opinion was expressed that "not one person in a thousand would notice the difference between the models." The opinion however, was not borne out by results.

"If only one person in a thousand noticed the difference it certainly speaks well for the *Bicycling World's* circulation," writes the Harley-Davidson company, "for we have answered not less than 20 letters from our agents and others regarding the cut. Our Chicago representative Mr. Lang, wrote us a letter that would have burned you if you had touched it. He said he 'had been bothered beyond all reason by numbers of people dropping in and asking questions about the cut.'"

Growth of German Motorcycle Exports.

Motorcycle exports from Germany underwent a considerable increase in 1909 over those of the previous year the shipments of German motorcycles to foreign countries during the twelve months being 1,993 machines, valued at \$322,500, as against 1,627 machines, valued at \$252,500 the twelve months preceding. The purchases of Great Britain and Russia accounted for no small part of the increase. The German market itself, however, is not free from invasion by foreign machines, as is indicated by the fact during 1909 there were 285 motorcycles imported into the Fatherland, having a value of \$80,000, compared with 341 in 1908, valued at \$76,000.

The fact that the 285 motorcycles imported in 1909 are valued at more than the 341 imported during the year previous shows that a much higher grade of machine is being bought at present by citizens of the Fatherland than in former years.

FAVORS USE OF ONE PISTON RING

Foreigner Claims It Would Assist Lubrication—Development of the "Stepped" Rings and the Gudgeon Pin.

So far as motor bicycle engines are concerned, considerable alteration in respect to piston rings has taken place during the last two years. The engines of English machines are equipped with only two rings, and these disposed one at the top of the piston, and the other at the bottom. These rings are also of the stepped joint variety. There is no disputing the wonderful efficiency of this type of piston ring, for one can stand on the pedals of a machine for an indefinite period without the compression falling sufficiently to allow the piston to pass over the compression stroke.

Exactly how much the bottom piston ring contributes to this desirable state of affairs, says H. G. Bell, in the Cycle Trader, I am not prepared to say; but after what I witnessed in the Isle of Man, where I saw the engines of many machines dissected, I am inclined to think that the second and lower ring is not fitted with the object of assisting the top one in retaining compression; but rather as a guide for the piston as it travels its rapid course up and down in the cylinder. We have witnessed a reduction from three to two piston rings, so one may offer no excuse for asking the question, Is it possible to use one piston ring with satisfactory results? Again, from experiences gathered in the Isle of Man during the T. T. race week coupled with some information that has since been given to me, I think I can answer the important question in the affirmative.

More than one of the single-cylinder machines that were ridden in the T. T. race were fitted with only one piston ring, though this was due more to accident than design. The abnormal compression used in some of the engines was found to be too high, and metal plates were placed between the bore of the cylinder and the top of the crank case. These plates were of such thickness that they raised the bottom of the bore of the cylinder high enough to meet the bottom piston ring so, to avoid the bottom ring fouling the edge of the cylinder, it (the lower ring) was taken out altogether. One machine at least out of several fitted with an engine so treated made very fast times.

Of course, the "stepped" type of piston ring was fitted, otherwise compression could not possibly be retained. That one piston ring is sufficient seems to be confirmed since the engine of the new $2\frac{1}{4}$ horsepower lightweight F. N. machine is fitted with but one piston ring.

From the point of view of lubrication, one ring only should prove advantageous, because the top ring in the two ring type is apt to be starved of oil through the unpleas-

ant tendency of the lower ring in carrying it away.

For instance, as the piston travels downwards the lower ring acts as a squee-gee, so to speak, the oil being pushed downwards so that the top ring following it down has what the lower ring leaves behind, which is very little, and this little has to suffice for the return upward stroke of the piston. Without the lower ring the oil should have a better chance of remaining in a thin film on the walls of the cylinder.

An interesting point with regard to the modern "stepped" type piston ring is that it is made concentric—not eccentric. At one time eccentricity of a piston ring was considered absolutely essential, but, like many more contentions, that has gone to the wall. Another part that has undergone considerable modifications during the last few years is the gudgeon pin. We all know, or most of us do, the troubles attending set screw or other methods of fixing the gudgeon pin. I believe it was last year that the Triumph company did away with any method of fastening, relying upon the good fit of the gudgeon pin in the piston bosses to keep it firm. Speaking generally, this, though a drastic step, proved successful, but I saw one case of a gudgeon pin working loose and scoring the cylinder. This was probably due to insufficient lubrication at some time resulting in the bearing of the connecting rod seizing when the gudgeon pin shifted. Several makers now adopt the plan, but cut the gudgeon pin shorter than the diameter of the piston, making up the space on each side with brass or gun metal plugs.

Leakage in the Tire Valves.

In a majority of cases where a tire has gone down gradually it will be found that the valve has been leaking. This defect can be determined by moistening the top of the valve with water and if small bubbles rise from the stem it means that the plunger is not screwed down enough or that the small rubber packing on the shank of the plunger is not seating properly. Plungers do not cost much and it is advisable to carry a few spares in the repair outfit for emergencies rather than taking the risk of having to stop every little while to pump up a tire which is constantly deflating through a leaky valve, and no spare available. When it happens that the rear valve leaks and there is no extra valve plunger in the larder it is advisable to change the plungers around putting the tight valve in the rear and the defective one in front. By this arrangement the necessity for exercising the pump will be less frequent as the strain and weight on the front wheel is much less, consequently the air will not escape so rapidly.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

TO MAKE OIL LEVEL OBSERVABLE

Two Simple Expedients that Overcome Clouded or Gummed Windows—How They Serve Their Purposes.

Because of the darkness in the crankcase together with the somber hue of the fly wheels, it frequently is impossible to observe the amount of oil in the base, particularly when the window becomes gummed or clouded, when its usefulness is greatly diminished. Disliking to often undertake the disagreeable task of removing the window.

It is accomplished by placing a strip evolved a scheme whereby he can ascertain at a glance the amount of oil in the engine regardless of the translucency of the window. It is accomplished by placing a strip of nickelodeon or aluminum vertically back of the glass, the ends being set in the shoulder of the window frame and clamped by the pressure of the glass when the locking ring is in place. To prevent the indication of a false oil level as might be the case if the gauge were laid against the glass, when the latter became oil splashed, the strip was depressed about 3-16 of an inch so that oil flowed between the front side of it and the glass. With this bright line for a background the exact oil level always may be observed even though the glass may be clouded. Another means of achieving the same result is to paint a white strip around the edge or face of the right fly wheel, but of course this has its disadvantages, because it necessitates taking down the engine.

Correcting the Wheel Alignment.

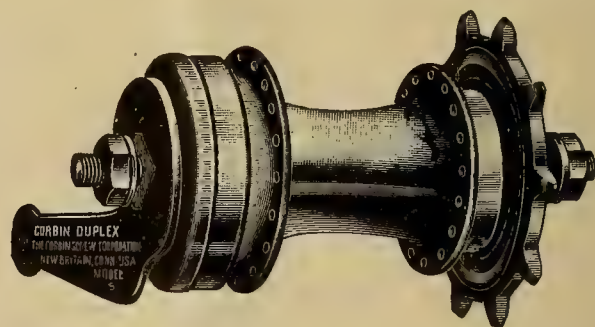
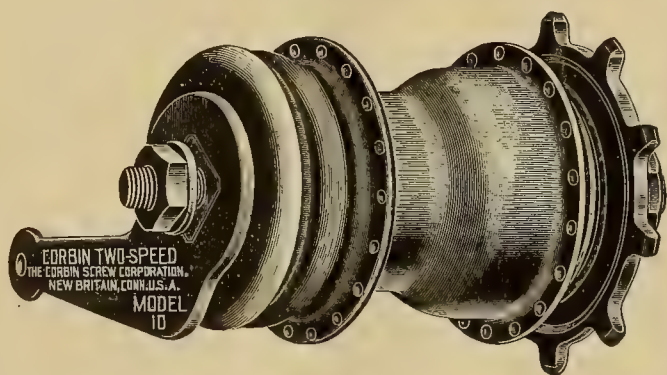
One of the chief causes of rapid tire wear is disalignment of the wheels which in time get out of line through strains and wrenching incident to traveling fast over rough roads. As tire upkeep is a most important item it is obvious that any precaution which tends to keep it at a minimum is to be hailed with joy, and on this account it is important that the alignment of the wheels be preserved as much as possible. However most rules for doing this are so complicated as to require appliances of a complex nature but from across the water comes a simple method of testing the wheels alignment, which can be performed by anyone. It consists of setting the machine upside down, and painting the tire treads liberally with thin whitewash. The wheels then are spun rapidly which with a motorcycle will necessitate disconnecting the transmission to give a free rear wheel, and the centrifugal action will cause a spattering of the whitening on the floor of the plane of the wheel's rotation. By testing with a straight edge the marks on the floor an extremely accurate knowledge of the relative tracking of the wheels can be obtained.

Even before "the buds begin to blossom and
the birds begin to sing,"

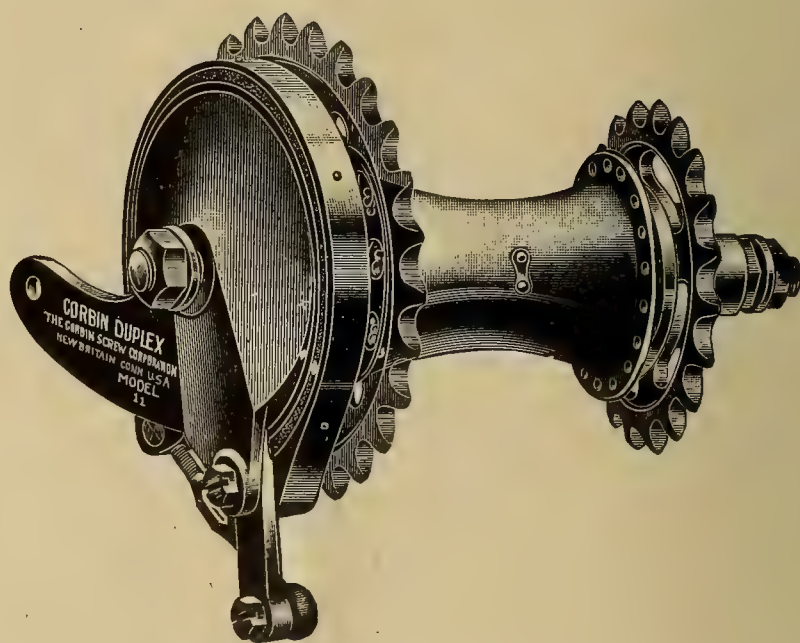
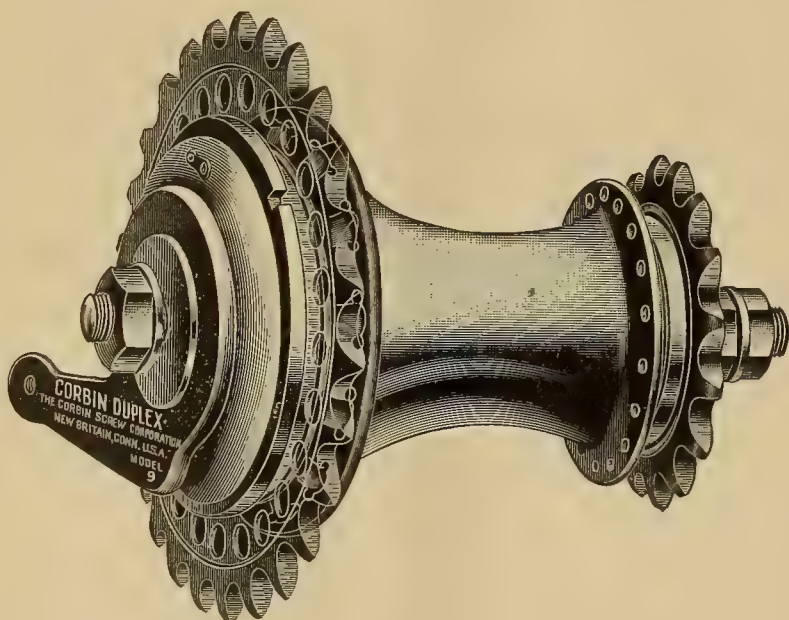
there comes

The Call for Coaster Brakes

which means that the dealer who already has not laid in a stock of



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business. Corbin quality always is above par and with
more than one model to offer, not many customers should
get past the dealer who "knows his book."

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 26, 1910.

"I think everyone interested in bicycling or motorcycling should subscribe for the Bicycling World. During the two years that I have taken it, I have obtained lots of valuable information."—William N. Tenny, Washington, Pa.

Which is the Best Appearing Club?

Now that motorcycle clubs have multiplied and are numbered by the score, their photographs are desirable and will serve several purposes. Good photographs of good appearing clubs will serve good purposes. It is regrettable that with possibly two exceptions, every photograph of a motorcycle club which ever has been taken is of the same general order—one wide-spread row of riders either seated upon or standing beside their mounts. The sameness has not been short of remarkable.

This style of photograph may make a very effective panel picture but in too many instances the long drawn out manner of grouping results in so minutely reducing the individuals that it requires the use of an enlarging glass to recognize them. Even when this is not the case, the pictures often represent the most promiscuous, if not picturesque, attired group it is possible to imagine. There are men in long trousers and derby hats, men in khaki

riding costumes, men wearing coats and others wearing sweaters or in their shirt sleeves—sometimes with their suspenders showing; there are men in leather and men in Scotch tweeds; men in canvas leggings, others in leather puttees; men with gauntlets, men with no gloves at all. In short, the average motorcycle club photograph up to date has represented a very much-mixed gathering.

There ought to be more of the other kind, and to bring them out the Bicycling World and Motorcycle Review hereby offers a \$25 silver cup, appropriately engraved, or the equivalent in money, for the photograph of the best appearing motorcycle club of not less than 25 members which is received previous to July 15th next. We hope the clubs throughout the country will enter into the spirit of the competition. It will help them and it will help the sport. The photographs will be published as they are received, but it may be stated in advance that pictures showing long-trousered and derby hatted riders are not desired and that something better than the "all in the front row" style of photograph is advisable; nor is there any good reason why every rider should be accompanied by his motorcycle. Appropriate attire and happy grouping easily is possible and should be sought for.

The possibilities of club photographs are well indicated by the pictures of the Boston Bicycle Club and the Massachusetts Bicycle Club, which for the purpose of suggestion are presented elsewhere in this issue. These photographs were made more than a quarter of a century ago, and in the interim the art of photography has made such wonderful strides, that "picture-taking" has become such a simplified and amplified process, that photographs such as we desire should be comparatively easy to assemble and obtain.

Let the club president or the club captain who believes his to be an organization worth while bestir himself and his fellows and prepare to enter the competition for the Bicycling World's award. The title "Best Appearing Club" is a proud one and worth striving for. It will widely advertise any club and attract members to it.

Decadence of the "Season" Business.

Not the least beneficial of the many changes which have taken place in the cycle industry is the fact that to an appreciable extent it has drifted from the limitations of "season business." Not so many years ago the industry was subject to a suc-

cession of frantic forward movements and sudden standstills owing to the developments of new models at the beginning of each year and the prevailing idea that each succeeding "season" should more or less consign all previous offerings to the scrap heap. Now, however, the bicycle has become such a staple that few people are tempted to wait in their purchase until some "next season's" model is disclosed.

Generally speaking, improvements no longer are held back or reserved to be sprung as surprises at the beginning of a season, but are incorporated in the machines as soon as they are found desirable and practicable. No desperate haste is necessary to "clean up" the tail ends of one year's production in order to avoid their being antiquated and made into dead stock by the appearance of different models designed to catch the fickle fancy of a public trained to "seasons."

As indicated by the remarks of a trade traveler quoted in another column the bicycle business has come to be distributed throughout the year instead of taking the character of a series of hurdle jumps. This condition, although robbing it of some measure of its adventurous excitement, gives rich compensation in affording a steady and reliable character to its course and in avoiding the wastefulness incident to rapid changing of models and periodic creation and dissolution of selling organizations.

If the season system had the effect of stimulating business at certain periods of the year, it also had the disadvantage of likewise causing dead periods when salesmen were laid off and the factory was shut down. In practically all lines of manufacture it is the economic aim to equalize production and selling throughout the twelve months as nearly as possible, since it is evident that from the same equipment twice the results may be obtained if things are carried on a full head all the year around instead of only for five or six months.

But it is not only the manufacturers who feel the benefits which already have been brought about by a greater equalization of the seasons because the period of business for the dealers during the year has been lengthened similarly. While naturally spring remains the period during which the greatest volume of business is done, summer, fall and Christmas time all are now seasons during which bicycles are sold, and the ultimate entire elimination of "idle seasons" is by no means an impossibility.

TRADE VALUE OF TOURING TALK

How Dealers May Create Enthusiasm that Swells the Sales—Sharp Advice on Selling Bicycles.

To makers and agents in the cycle trade the subject "Touring and the Trade," may seem almost a sentimental one; but we venture to say it is one that affects their future deeply. The cycle trade was cradled in sheer sentimentalism; it grew and prospered on it; but in its sturdy youth there came the blighting influence of grab—a making-haste to be rich which rendered it far more poverty-stricken than it ever ought to have been, says the Bicycling News.

Just to turn aside for a moment from the main point—has it ever struck the real workers in the industry where all the hard-earned money went? Ask the company promoters, the stockholders, the bankers, and the lawyers. They can tell you the sordid tale; and when the men who are still hard at work in the trade think of the feverish years of the late nineties, and wonder where the millions of dollars went to, let them remember how so many of the harpies came along and reaped the harvest of their brains and labor. It was in the money-grabbing period that the ancient and honorable game of touring began, so to speak, to wilt. Not that it died, or ever was in danger of dying; and when you hear the familiar pessimism that cycle touring is done for, put the writers or the speakers down as ignoramuses. But till within the last two or three years it has not had the encouragement from the leading men in the manufacturing and selling departments that it ought to have had, and we respectfully suggest that the time has come to teach the public, as much by example as by precept, that the best part of the wheel game—and the most economical to boot—is the pleasurable part of it that first gave it such a glamor more than a generation ago.

Utilitarianism is a doctrine that has been preached well-nigh threadbare; and the advantages of the usefulness of cycling are so obvious that they need hardly require driving home afresh. Men and women will go to work on bicycles when they have the chance or inclination (and the certainty is that if a lot more of them were to do it they would be all the better off in health, spirits, and pocket); the carrier bicycle is an institution that has come to stay and spread; and the "convenience" machine for conveying owners to and from more limited sports grounds and demesnes, or for the transit of what is known as professional men in their callings—all these and many other channels are good for the disposal of bicycles; but we have been contending for years, and shall go on contending, till the numbers of machines ridden through the land are thrice as many as at present, that

touring has been neglected in quite an amazing way by both the enterprising and lackadaisical men in the industry. One reason for this undoubtedly is the oncoming of the motor car; perhaps one of these fine mornings some of our yearning-to-be automobilists will wake up and find out that they have been pursuing the shadow instead of the substance and that they have been spending a good deal of the latter in riotous living.

If cycle agents would remember two most important things in connection with their business, we do not think so many of them would be so much in the habit of decrying their trade—we had almost said "crying stinking fish." These two comforts are that bicycles are perennial, will no more decrease in public favor generally than boots and clothing, and, though not so exclusively necessary to the well-being of humans, are nearly as hard to do without by the great majority of young (and many middle-aged and old) people; and that the seller of cycles caters for people with the finest and most extensive playground in the whole wide world—a playground that can never be overcrowded, and whose possibilities of pleasure are endless. There can be no finality to a business whose opportunities are practically limitless; and, instead of belittling the trade and the pastime in the lachrymose manner now grown so common, especially among the real and would-be motorists, would it not be more to their interests to perceive and propound the truism that only about one in a thousand can ever hope to own a motor car, while at least a hundred times as many can and will own bicycles, and will not tire of the game? We are continually being told of the immense sums of money distributed by motor makers and owners, and it is fortunate in many respects that this should be so; but it seldom seems to strike the enthusiasts that at least as much capital is continually on the move in the cycling world, and that it is the duty of the makers and sellers to praise their goods always, and not decry them in private in the manner some of them are in the habit of doing.

We speak from a long and intimate experience of the trade and the pastime, and we say, without any hesitation, that the confident and continuous encouragement of cycle touring of all kinds will do more for the benefit of the industry than any other factor. We started on it. The "usefulness" of a bicycle was not considered in the first ten years of its existence. We bought our machines for the sheer pleasure to be derived from them, and the cycling brigade did more by far than any other body to open up the splendid rural life and the glorious playgrounds of the British Isles; and it is the duty of the trade to revivify and spread the awakening spirit of the newer generation.

When "society" partially deserted the cycle and took to motor cars there arose a certain follow-my-leader fashion to which so many Britons are prone, and ease of

COMING EVENTS

March 5-12, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's eighth annual show in Mechanics Building.

March 23, Keene, N. H.—Consolidated Motorcyclists' second annual bicycle and motorcycle show.

April 10, Washington, D. C.—Washington Sports Association's sealed reliability motorcycle run; open.

May 1, New York City—Courier Cycle Club's first spring century run for bicycles and motorcycles; open.

May 30, Springfield, Mass.—Springfield Motorcycle Club's 500 miles race at Springfield Stadium; open.

traveling and luxury of personal transit took the place, among a not inconsiderable section of the community, of the healthy and joyous labor of "paddling your own canoe," as the fine old song had it. Well, it's time the spirit of travel and adventure should reinvigorate our population, growing more and more urban, and the vigorous and enthusiastic men of the trade can do it better than all the other forces combined if they will only put their shoulders to the wheel, and make up their minds that the thing has to be done. Instead of allowing that the cheap bicycles are pretty nearly as good as the better articles, let them assure their customers that the wise buyer goes right up to the very limit of his pocket to ensure economy, and that if he spends his leisure time and his holidays in exploring his native country—with occasional trips abroad as fancy or purse may dictate—he will not only lay up for himself a splendid store of health, but will be all the happier and better for his experience. We repeat that in this direction there are still splendid possibilities for a trade that cannot die, or even fade, and that its betterment rather than its depreciation should be the lines to work upon. Minimize the few disadvantages; conscientiously preach the good gospel of fresh air, exercise, and the spirit of adventure which appeals with such charming force to every human, and the future of the cycle industry will be brighter than it has ever been before. Now is the time for propaganda which has both romance and practice to strengthen it. Touring made the pastime; utilitarianism has helped it along in capital style; but touring is bound to come into its kingdom again, and there is no period like the present to shove it along. There may be a few drawbacks multiplied by motors during late years; but the inconveniences are lost in the pleasure and benefits and economy of touring. Tell your customers that, and use other perfectly true arguments to the same effect, and you will sell a lot of cycles during the next six months.

CHAPMAN TO CONTROL FIVE TRACKS

**Newark's Manager to Organize a Circuit—
New Tracks to be Built in New
Haven and Providence.**

That an eastern circuit of bicycle tracks is not merely the dream of an optimistic promoter, but will assume the form of an actuality, was learned this week. The eastern circuit will be under the general management of John M. Chapman, the successful manager of the Newark (N. J.) Velodrome, and associated with him in the venture will be Frank Mihlon, the "patron saint" of bicycle racing and riders in Newark.

Besides the Newark Velodrome, the circuit will embrace the eight laps track at Revere Beach, Mass., the Clifton (N. J.) Stadium, a six laps board track, and new saucers at New Haven, Conn., and Providence, R. I. It is barely possible that the Clifton Stadium management will not enter the scheme to bring riders from the other side to America, but as the circuit will attract all the prominent riders now competing in this country, it is not likely that the Clifton saucer can afford to remain without the fold.

Chapman was in New Haven this week and while there signed a lease for a plot of ground measuring 200 by 350 feet, situated at Lighthouse Point, on the Sound. An eight lap track 20 feet in width, will be built immediately, and the grandstand and bleachers will accommodate 6,000 persons.

The track that will be erected at Providence will be the same size as that planned for New Haven. Chapman has not decided upon the exact location as yet, but he has an option on three desirable sites.

After leaving Providence Chapman proceeded to Boston and while there purchased outright the lease and entire interests in the Revere Beach saucer, from Alexander A. MacLean, who was joint owner with his brother, Hugh, before the latter's death last September. Chapman will have control of the track for 6 years and he will resurface the track and cover the grandstand—two much-needed improvements.

Just whether Chapman will be able to secure the management of the Clifton Stadium is still problematical. As yet he has been unable to confer with C. H. Sands, the present owner, although it is understood that Sands will be open to consider any project that will benefit his investment. If Chapman does not secure the management of the Clifton track, T. W. Eck will be installed as resident manager.

It had been intended to build an eight lap track in Baltimore, but as the franchise holders in the Monumental City seemed averse to paying the car fare of the riders from Newark to that city and the riders were unwilling to go so long

a distance without a guarantee, the much-talked-of project has been finally abandoned.

The program for the circuit has been arranged as follows: Beginning May 30th, racing will be held at the Newark Velodrome every Sunday afternoon and Wednesday night; Thursday night at New Haven, Friday night at Providence, and Saturday night at Revere Beach. The holiday meets will be arranged for each of the tracks. The Newark Velodrome will reopen on either Sunday, April 3 or 10.

That Chapman intends to make this a banner year for bicycle racing in the East there is little doubt. He is already in communication with several foreign cracks and it is very likely that Thorwald Ellegaard, five times winner of the world's championship, will be the man to fight Frank L. Kramer. Chapman received a letter from Ellegaard this week and immediately cabled him a flattering offer. Ellegaard, although a Dane, speaks English as a native. He has been in America several times and has many friends here, which is one reason he desires to spend this season in this country. Gabriel Poulain, of France, a former world's champion, also wants to come here.

Another rider who will be seen in the East is Alfred T. Goulett, the champion of Australia. Chapman has sent Goulett a ticket, and he will be here in time for the opening meet. Alfred Crebs, of Salt Lake City, already has signed for the eastern circuit, and Phil Wright, one of the Salt Lake amateurs, is anxious to come here for a while and then go to Brussels to compete in the world's championship. Wright, it is stated, is one of the few Salt Lake amateurs who work for a living. Whether he will continue the practice after he reaches the East remains to be seen.

For Motorcycle Tracks in Salt Lake.

That Salt Lake promoters are getting the motorcycle track fever is evidenced by reports from the Utah metropolis. It is understood that a corporation is being formed to build a three laps circular motorcycle track upon a site not yet decided upon and that Harry Heagren, well known as a manager of bicycle tracks, will manage the meets. Simultaneously with this announcement comes one that the Heath brothers Francis, Joseph and Henry, contemplate building an exclusive motorcycle track upon a five acre lot directly across from the Salt Palace saucer track.

Long Marker Wins California Handicap.

W. B. Lyman, riding with the handicap limit of 1 minute 15 seconds, won the closed 5 miles handicap race held by the New Century Wheelmen, at the Golden Gate Park Stadium, San Francisco, Cal., Sunday, 12th inst. Lyman was chased to the tape by four scratch men—C. Laye, A. Sangalli, G. Wegerman and H. Harmitt—who finished in the order named. Lyman's time was 14:22. Exactly one-half of the twenty starters finished.

AMERICA WAS OUTVOTED 50 TO 14

After a Word-war, Italy Gets World's Championships by Big Majority—Other Doings at International Meeting.

America's bicycle "fans" may now put on sackcloth and ashes and go into retirement to mourn their great loss. There is not the slightest chance in the world that the world's championship meeting next year will be held in America, the arrival of the French mail this week containing a report of the twentieth congress of the Union Cycliste Internationale which confirms the cable reports published in last week's *Bicycling World*, to the effect that the world's championships for 1910 had been awarded to Italy instead of to America. This country had made application as early as six months ago and it generally was understood the awarding of the meet to America would be the official confirmation of the promise made at the last congress of the U. C. I.

The meeting was held in Paris February 12th, the following countries being represented: America, National Cycling Association, 10 votes, Victor Breyer; Belgium, Ligue Velocipedique Belge, 8 votes, Emile Beukelaer, Rosseels, Chebanne and Caploen; Switzerland, Union Cycliste Suisse, 4 votes, C. Ravaud; France, Union Velocipedique de France, 12 votes, Leon Breton; Germany, Verband Deutscher Radrennbahnen, 10 votes, Ferdinand Knorr; Italy, Unione Velocipedistica Italiana, 8 votes, Pilade Carozzi; Holland, Nederlandsche Wielers Bond, 4 votes, P. Adrian and J. Viruly; Spain, Union Velocipedica Espanola, 2 votes, Ferdinand Collignon; Portugal, Uniao Velocipedica Portuguesa, 2 votes, C. Russelot; Australia, Australasian Federal Cycling Council, 4 votes, Paul Rousseau. Greece, Union des Societes Athletiques de Gymnastique de Grece, 2 votes, Pierre Roy; Austria-Hungary, Deutscher Radfahrer Bund, 2 votes, Theodor Bockling and Baron von Koeller. Total votes, 68.

After considerable routine business the matter of championships came up for consideration. The dates for the world's meet for 1910 were definitely fixed for July 17, 21 and 24; they are to be held in Brussels. The next congress will meet in the same city July 16th. Victor Breyer then claimed the 1911 championships for America. Pilade Carozzi, however, who is said to have a long standing grudge against Breyer, forthwith filed application on behalf of Italy. This led to a verbose discussion between Breyer and Carozzi regarding former applications. They called each other names and order finally was restored when President Beukelaer called for a vote to decide the matter. As the result of some excellent lobbying by Carozzi the vote gave the meeting to Italy with 50 votes against America's 14 votes, Australia refusing to cast

its ballots. The meet will be held in Turino.

France and Germany both wanted the two "Championship of Europe" races. It finally was decided that Roubaix, France, should receive the one kilometer sprint championship, while the 100 kilometers paced championships will be run in Dresden, Germany.

The Belgian association had inflicted a fine of 250 francs upon A. J. Clarke, the American rider—for what does not appear in the official report of the meeting. However, Clarke will have his money returned, by order of the Union Cycliste Internationale. America demanded to know why E. F. Root had been permitted to ride in Germany while he was under suspension in this country, but as the hour was late, and so much time had been absorbed by other more important discussions, Mr. Breyer withdrew his protest. The German association was given to understand that it must conduct its affairs in a more business-like manner in future.

One new member was admitted, with two votes. Luxembourg will hereafter be represented by the Luxembourggeois Societes des Sports Athletiques.

The Union Velocipedique de France asked the international association to establish a world's road championship for professionals and amateurs. The proposition was adopted by a vote of 40 to 28. The first meeting will not be awarded until proper rules and regulations have been adopted at the next congress. France also asked for a creation of world's championships for motorcycles, but the project was frowned upon.

The adoption of a universal definition of amateurism was adroitly sidestepped after Mr. Breyer had suggested that the rules should be drawn as strictly as possible. After some little argument the matter was laid upon the table and will not come up for discussion until the next meeting. In the meantime each country affiliated with the Union Cycliste Internationale will be at liberty to make its own rules.

Thanks to the National Cycling Association riders in foreign countries will not hereafter be put to the trouble of having their licenses vised every time they compete in another country. Heretofore riders were compelled to have their licenses O. K.'d by a representative of the association which registered them, every time they happened to cross the border into another country. The inability to have this done resulted in fines being imposed upon the riders every week or so, if they happened to be riding in the provinces, or have occasion to cross the border. Henceforth it will be up to the promoters of the meet to examine licenses, which must bear the photograph of the rider and his signature, and in case any unlicensed riders compete, the promoters of the meet will be fined.

Officers for 1910 were elected as follows: President, Emile Beukalaer; vice-president, P. Carozzi; secretary, Paul Rousseau; assistant secretary, L. Breton; treasurer, F. Collignon.

THERE'S LIFE IN THE "OLD MAN" YET

Nat Butler Shows that He Lost None of His Speed—Beats a Fast Field in Brilliant Fashion.

Good old Nat Butler, the cycling evergreen, showed between 8,000 and 9,000 Parisian spectators that he has not lost any of his speed or generalship since last season, when on February 13th he won the fourth annual race for the Prix Stephane at the much deferred opening of the new Velodrome d'Hiver, Paris. Thorwald Ellegaard, five times sprint champion of the world, won the event for foreign riders, while P. Didier, in the race reserved for French riders, showed that he has the cunning of a Friol or a Poulain by defeating Dupre, the present holder of the world's championship. The initial meet, which had been postponed several weeks, because of the flood, was a great success, and the track, which measures about seven laps to the mile, proved as fast as had been anticipated.

The veteran American rider made his appearance in the Prix Stephane, a 50 kilometers race, in which the new uniform pacing machines were employed. Seres, generally regarded as a coming world's champion, and Contenet, were Butler's adversaries. At the start Seres took the lead, with Butler about 100 yards behind, followed by Contenet. This was the position until the 10th lap, when Butler reduced the lead gradually. In the 30th lap he came alongside Seres and attempted to pass, but the latter was enabled to fight him off because of his position on the pole. The time for 10 kilometers was 9:01½, Seres leading. Just as he was about to pass Seres Butler's motor began to misfire and before another machine could come to his assistance he was lapped twice, Colin replacing Lauthier on the pacing machine. In the meantime Contenet drew up to Seres.

After getting a new machine Butler made a magnificent sprint and succeeded in regaining second place by passing Contenet. Immediately thereafter his motorcycle again showed signs of missing. Twenty kilometers were covered in 18:21½. Contenet was twice lapped by both Butler and Seres, the second time occurring at the 103d lap. Butler had been awaiting his time and in a magnificent burst of speed that brought the spectators to their feet, he again attacked Seres and after a pretty sprint succeeded in getting around. Seres, however, immediately set sail after the American, passed him and cut down sooner than he should have done. Seres's pacemaker, however, swerved up just enough to allow Butler to squeeze through on the pole. It was a daring manœuvre that was liberally applauded by the throng. The time for 30 kilometers was 27:49, with Butler in the lead.

Contentet, soon after this, ran against the roller of his pacing machine so that he was switched out and lost his pace. Seres also dropped his roller and Butler improved his opportunity to such good effect that at the ending of 40 kilometers he led Contenet by 7 laps and Seres by 11 laps. The time was 37:05½. In the last 10 kilometers there was not much change. Butler continued his fast riding and lapped both Contenet and Seres once, finishing the 50 kilometers in 46:28½, 8 laps ahead of Contenet and 12 laps in front of Seres.

Two other important races were the Prix Fournier, for French riders, and the Prix Good, for foreign riders, the distance of each being 10 kilometers. In the Prix Fournier, P. Didier, who was last at the bell, suddenly jumped and put so much ground between himself and the field that he won the race by the width of a tire from Dupre, Comes being third. In the race for foreign riders, Bader jumped at the bell, with Schilling in his wake. With 250 meters to go Ellegaard jumped from fifth position and uncorked a surprising sprint that carried him around four crack riders and into the lead, crossing the tape two lengths ahead of Schilling. Henri Mayer coasted in third.

De Mara-Lawson Suit is Deferred.

Walter De Mara's suit against Iver Lawson to recover \$40 which he claims to be due him from the last New York six days race came up for consideration in the Second District Court, Newark, N. J., Tuesday morning last, 22nd inst. DeMara was represented by Brown & Beecher and was ready to open the argument, but Lawson's lawyer asked a stay of proceedings, as his client was out of town. The trial will come up again on March 7th, and is expected to prove interesting, as a pair of silk socks, which DeMara claims Lawson purchased and used without his knowledge, will figure in the proceedings.

U. C. I. Ruling on Motorcycle Licenses.

The Union Cycliste Internationale, comprised of the governing cycling organizations throughout the world, has announced that in future the license issued by any associated national motorcycling body will be recognized by the ruling bodies of all other nationalities included in the union. Therefore, if a motorcyclist desires to compete in a race organized or sanctioned by associations belonging to the U.C.I., and has complied with the regulations of the motorcycling organization of which he is a member, it will not be necessary for him to procure an additional license, as formerly was the case.

To Revive the Sport in Rome.

A modern cement track measuring three laps to the kilometre, shortly will be built in Rome, Italy. No races of any importance have been held in Rome since 1902, when Ellegaard won the world's championship against Meyers, Bixio and Grogna.

HOW TO TRAIN FOR SPEED WORK

Some Helpful Suggestions for the Aspiring Novice—Gear Changes and Massage are of Prime Importance.

Doubtless there are many riders in the outlying districts who, if they only had the training facilities that some of the city young men have, would rank as 18 karat cracks. As a rule the country lad leads a more serious life, to say nothing of the in-

hill. Mark it out in four quarters, and twice a week practice sprinting and jumping. Never attempt to sprint against the wind or upgrade, as it slows one considerably and is sure to more than offset the advantage gained by sprinting downgrade. A sensible schedule, and one which a very successful prize winner who is compelled to do all his training on the road, follows, is made up in this manner:

On Monday, the full five miles, commencing at a medium pace and gradually unwinding toward the finish, making a good

away quickly and cover the five miles at three-quarters your best speed. On Thursday, short sprints will suffice. On Friday, very steady work, or even lay off for one night and suffice with a thorough rub-down. That is, of course, if you intend to ride on Saturday. If the meet is to be held on Sunday, it is better to rest up on Saturday, or else do very little riding, in order to be at your best for the race.

It is a great mistake to use too high a gear. Start with a bicycle geared to 76 and increase to 80, and finally to 88 as you feel

ATTRACTIVE GROUPING FOR A CLUB PHOTOGRAPH



MASSACHUSETTS BICYCLE CLUB OF BOSTON IN 1884.

calculable benefit he derives from pure air and wholesome food. His eye is clear, his hand steady and his muscles lithe and sinewy.

Unless, however, he resides near a well kept horse track, he is severely handicapped and must do his training on the roads. Riders who do their training on the road are, in nine cases out of ten, apt to do too much plugging, and to use too big a gear, while they very seldom think of being timed to see what progress they are making. Sprinting is very much neglected.

Although one is compelled to do most of his training on the road there is no reason why he should not be successful on the track, if a sensible system of training is adhered to. An excellent plan is to map out about five miles of the best road in the district where you live, picking out a mile as level as possible, or just a trifle down

sprint over the last 220 yards. On returning home rub briskly with a rough towel and massage with oil of camphor and alcohol. Another excellent rub down preparation, a bit more expensive, but which the writer has found an excellent lotion to draw the soreness from the muscles as well as relieve anyone suffering from rheumatic tendencies, is composed as follows: one ounce each of alcohol, witchhazel and arnica; one drachm each of oil of wintergreen and oil of eucalyptus, and one-half drachm oil of cloves. The mixture should be shaken thoroughly before using and before any is poured into the hands or onto the limbs, as the oil settles to the bottom very rapidly.

On Tuesday, cover two or three miles very slowly, then get on the marked mile and sprint for a quarter, resting for a short while before the final 220 yards sprint. On Wednesday, practice getting

yourself getting stronger. Too many riders burden themselves with high gears and the result is that when they get on the track they find they cannot move fast enough to keep warm. An 88 gear is plenty high enough for training, and even over level roads 91 or 92 is quite enough gear to push in a road race. The object of road training is to accustom the muscles to fast pedaling rather than to hard, slow work.

Above all, never forget to massage the muscles thoroughly after every training spin.

Graff Leads Indianapolis Motorcyclists.

The Indiana Motorcycle Club, of Indianapolis, has elected the following officers for the ensuing year: President, Harry Graff; vice-president, John Merz; secretary, Lee Chapman; treasurer, William Powers.

COMMITTEES NOT TO BE ENLARGED

President of F. A. M. Interprets an Ambiguous Clause in New Constitution—

How It Now Reads.

Although the revised constitution of the Federation of American Motorcyclists provides that the president of the organization "may appoint additional members to serve on any national committee," F. I. Willis, its present head, who was chairman

serve on any National Committee. Said Committees must be appointed within sixty days after the President has qualified, but, if the President fails to appoint these Committees, the Board of Directors shall do so.

The fact that the clause does not mean exactly what it says was made known in the following official and verbatim communication from President Willis to the Bicycling World:

"In your report on the F. A. M. constitution convention at Chicago you mention in your report on the new constitution and

may appoint additional members to serve on any national committee," and asked its meaning, which Mr. Willis, while admitting that the section is not wholly plain, interprets as follows:

"While the wording of Section 6, Article 5, may be a little ambiguous, yet the interpretation that the committee desire and have put on it is that the national committee shall consist of six members each. The president shall appoint one director and the chairman of the committee and may appoint the remaining members but in case he fails

ANOTHER ATTRACTIVE GROUPING FOR CLUB PHOTOGRAPHS



BOSTON BICYCLE CLUB—THE FIRST IN AMERICA—IN 1883.

also of the committee that drafted the revised regulations, desires it to become known that it was not the intention to empower the president to designate more than the six members of each committee specified by the same section of the constitution, Section 6 of Article 5, which is as follows:

Sec. 6. There shall be the following National Committees, consisting of six members each, one member of each of which must be a Director, to be appointed by the President, who shall also appoint the Chairman of each Committee. All such appointments shall be for the remainder of the current Presidential term, and shall be subject to the approval of the Board of Directors when duly convened. The President may appoint additional members to

bylaws that 'Among the other important details is one permitting the president to enlarge the standing committees to any number of members he may desire.' Referring to Section 6 of Article 5, in which it states that a committee shall consist of six members, if there can be any other construction put on this than the above I assure you that it was not the intention of the committee appointed to draft these bylaws, and I think it advisable to call your attention to this apparent discrepancy in the report. If I am wrong in the matter I would thank you to advise me."

In reply, the Bicycling World referred the head of the F. A. M. to that part of Section 6 which very clearly states: "The president

to do so the board of directors shall do so. This, at least, would be the policy that I should carry out in this transaction."

Vanden Dries Gathers Another First.

William Vanden Dries, the Twenty-second Regiment's crack sprinter, won the two miles bicycle handicap that featured the Spanish War Veteran's games at that armory, New York City, Saturday night, 19th inst. Vanden Dries started from scratch and covered the distance in 5 minutes 10 $\frac{3}{4}$ seconds. H. R. Brown of the 23d Regiment, with 120 yards, was second, and Richard Carlson, of the Twenty-second Regiment, was third; he started from the 100 yards mark.

CORRESPONDENCE

Origination of "Simon Pure."

Editor of the Bicycling World:

(1) Will you kindly inform me how the name "Simon pure," in speaking of an amateur athlete, originated? (2) Also let me know whether bicycle races have been eliminated from the events to be contested in the world's Olympic games, and whether bicycle races will be included in the list of events to be held by the American manufacturers at the exhibition to be held in Berlin, Germany, this summer?

JEROME STEINERT, Hicksville, L. I.

[It was like this:

Simple Simon met a Pieman,
Going to the fair;
Said Simple Simon to the Pieman:
"Are there any races there?"

Said the Pieman to Simple Simon:
"Indeed, I do not know;
But with your speed, if I were you,
I certainly would go."

So Simple Simon and the Pieman
Journeyed to the fair.
The former got upon his wheel,
Resolved to do and dare.

The race was hard, but Simon won,
Then went to get his prize;
No plate was there, but cash instead,
To Simon's great surprise.

Said Simple Simon to the judges:
"Indeed, I can't take cash.
The reason, it is plain, you see,
My standing it would quash."

"I ride my wheel just for the sport,
I am an amateur."
And that is why, my dear Jerome,
They called him "Simon Pure."

The above is a latter-day explanation as applied to cycling, but the term "Simon pue," or "the real Simon pure," is an allusion to Simon Pure, a character in the old comedy, "A Bold Stroke for a Wife," in which he is counterfeited by an impostor. The phrase has become an established colloquialism, meaning the genuine article.

(2) We have not yet received a program of events for the next Olympic games, but as bicycle racing always has been a feature of these meets, it is not likely that it will be eliminated next year. It is stated, though not officially, that there will be three days of bicycle racing at the sports meet to be held in Berlin the forthcoming summer.]

Concerning a Spark Coil.

Editor of the Bicycling World:

I sent to a firm some time ago and purchased a spark coil, and they sent me a four-terminal coil, but did not send me any directions for mounting it. I connected it up but, whether through the fault of the coil I don't know, the engine does not run right. It does not seem to get much spark and it has to be primed to get it started, and then it does not give any

power, but only runs when it is on the stand. The coil wires are marked "Bat.," "S. F. C.," "G. R." and "C. R." I connected the "Bat." wire to the battery, the "S. F. C." wire to the spark plug and the "G. R." and "C. R." wires to the commutator. Please tell me if this is the proper way to connect the coil, or whether I ought to look somewhere else for the trouble.

WM. C. KENNEDY, Girard, Ohio.

[Evidently the abbreviations on the coil, in the order given, stand for "battery," "secondary from coil," "ground return," and "commutator return." The first and second wires mentioned should go to the battery and spark plug, respectively, while the last named is the proper connection for the contact breaker or commutator. The "G. R." wire, should be grounded by attaching it to some metallic part of the machine, as for instance, by putting it under one of the nuts on the top of the cylinder. When both "G. R." and "C. R." wires are connected to the commutator an insufficient spark will be obtained, because the secondary current will cease to flow the instant the points are separated. Thus the spark at the plug will only be the weak discharge due to closing the primary circuit, while the opening of the secondary circuit will prevent the discharge of the condenser, which is relied upon to build up the spark and also to prevent the points from burning.]

Advantages of Roller Chains.

Editor of the Bicycling World:

I have been deeply interested in the correspondence in your columns regarding the merit of the roller chain as applied to bicycles. This question of power transmission has been a hobby with me for many years, and has led to numberless experiments with various forms of chains in England and America. An intimate familiarity with chains of every type fitted to cycles for the past twenty years, from the long-forgotten Simpson lever triangulated chain of the early nineties, to the latest $\frac{1}{3}$ inch sprinting block chain, made by Messrs. Hans Renold, is a long story which I do not intend imposing upon your readers.

With your permission, however, I will recite the sum of my experience, which would indicate that under given conditions of service both block and roller types are "best." Your correspondent, Mr. H. H. Wheeler, apparently is puzzled that racing men do not adopt the roller chain, and ingeniously ascribes it to tradition, overlooking the vital effect of weight, which is the real determining factor in cycle racing. Minimum weight of all revolving parts is essential if the maximum efficiency is to be obtained, as increasing of weight, even by ounces, means increasing of inertia, in other words, the machine will not "jump," no matter how good it may be in other respects. That this question of weight in racing be more thoroughly understood, I may state the exact weight of one of the best known imported chains as follows:

Block, $\frac{1}{8}$ x 56 inches, 10 ounces; 3-16 x 56 inches, 12 $\frac{1}{2}$ ounces; roller $\frac{1}{8}$ x 56 inches, 14 ounces; 3-16 x 56 inches, 16 ounces; American nickel steel chains, block, 3-16 x 56 inches, 16 ounces; roller, 3-16 x 56 inches, 22 ounces.

The average racing cyclist may be unable to give mechanical reasons for his preference for block chains, but he could not be persuaded that he is wrong. Therefore, in the aggregate, it must be assumed he is right. These remarks apply with especial force to track racing.

The roller chain is stronger, will wear longer, and give more lasting satisfaction on the road under varying conditions of service than any other type of chain, irrespective of pitch or form. It is always silent, even in mud, and requires the minimum of attention and care. Of all types of chain used, the writer personally preferred the $\frac{5}{8}$ inch pitch roller, yet this chain is now regularly fitted only by two of the famous English concerns, the Humber and Rudge Whitworth, all others now using the $\frac{1}{2}$ inch pitch chain for road work of whatever kind. There is a decided "silkeness" of the running in the shorter pitch chains which is missing in the one inch pitch now used in this country, but it is highly improbable that any increase of power could accrue from their use. The weights of $\frac{1}{2}$ inch, $\frac{5}{8}$ inch and 1 inch pitch roller chains are identical, so that no objection could be taken on that score.

The inference, therefore, is that for all purposes, except possibly, short distance racing, the roller chain is decidedly superior on the road, the slight increase in weight being more than offset by increased efficiency under varying conditions.

S. BARNETT, Brooklyn, N. Y.

Principle of the Home Trainer.

Editor of the Bicycling World:

Will you please tell us whether a bicycle while being ridden on a home trainer has anything to steady it or keep it balanced besides the rider? I would like if possible, for you to give me directions for building a home trainer. Also let me know if they can be bought ready made and where.

JOHN BOGH, Rutherford, N. J.

[When a bicycle is being ridden on a home trainer of the double roller type, no props or braces are required to hold it upright because the conditions are exactly the same as when the mount is being ridden on the road—in one case the bicycle moves over the road and in the other the road moves under the bicycle. As far as the balancing of the bicycle is concerned, therefore, there is no difference. When only the rear wheel is mounted on a roller, however, it is impossible to balance the wheel merely by turning the handle bars from side to side. In order to build a home trainer suitable for time trials, it is necessary to have a very heavy timber framework in which are mounted two rollers perfectly parallel, 12 to 18 inches in diameter and so placed that the center of the shafts

on which they turn will be spaced a distance equal to the wheel base of the bicycle. The two rollers must be belted together so that they will turn at exactly the same speed. A better arrangement is to use three rollers, two placed close together in the rear, so that the hind wheel will rest between them and thus be prevented from working forward or back. In order to arrange a dial and pointer for timing, special mechanism should be built, which any machinist can design after knowing the sizes of the rollers and the location of the dial. Home trainers of this sort are made by the Flemming Construction Co., of Bridgeport, Conn. For real "home training" a simple substitute can be bought from almost any cycle dealer at a very low price. It consists merely of a stand for lifting the back wheel, and a roller which is pressed against the wheel by a couple of springs, to give resistance to the movement of the wheel. Of course, by mounting an ordinary cyclometer on the back wheel it is possible to run time trials which in many instances would prove entirely satisfactory.]

Equilibrium and Fork Curvature.

Editor of the Bicycling World:

I would like to find out what the generally accepted theory is as to what keeps the bicycle upright while riding. Could you refer me to any back numbers on this point in your journal or could you tell me, or tell me where I could find out?

I would like to know also the reason for the inclination of the head, and the curvature of the fork of bicycles and motor-

cycles. Could you refer me to any articles on this point, either in back numbers of your journal or elsewhere?

G. H. RUMKE, Swallows, Colo.

[Just as a small boy balances a long pole on his finger by moving his hand back and forth continually in such a way as to keep the point of support exactly beneath the center of gravity of the pole so it is the motion of the bicycle which serves to keep it upright. When standing without support, of course, the tendency is for the bicycle to fall to one side or the other. But in the same way that a child in learning to walk is taught to put out one foot in order to save himself from falling, the first lessons in bicycling teach the rider to turn his front wheel in the direction toward which the bicycle inclines to topple. This movement of the steering wheel, coupled with the forward or backward movement of the entire machine, has the effect of shifting the position of the supporting points, one of which is under each wheel. A tendency to fall to either side may be counteracted in this way. To the practiced rider the effect of preserving the balance becomes as subconscious as that of walking; indeed, in ordinary riding it is put forth through shifting the weight of the body from pedal to pedal quite as much as by twisting the steering wheel. The stability, or ease of steering, of the bicycle depends to a considerable extent upon the design of the head and forks.

Both the curvature and inclination of the forks have to do with what is known as the "castor effect." If a straightedge be held in line with the head it will be noticed

that it touches the ground in front of the point of contact of the wheel with the ground. When the handle bars are swung, the wheel swings about the center line of the fork stem and not about its point of contact with the ground. The result is that when it is swung slightly to one side or the other it tends to lift the front of the machine by a very slight amount. Consequently the tendency is for the wheel to remain in line with the frame so long as the frame remains upright. Because the centre about which the wheel rotates in steering is in front of the point of contact with the ground, whenever the bicycle travels forward, the tendency is for the wheel to follow in just the same way that a castor truck under a table leg follows the movement of the table—hence the application of the term "castor effect." If the fork is too much inclined with this object in view, the bicycle will be difficult to steer. Consequently the bend in the forks is introduced, permitting a long wheel base to be obtained, together with a low frame, but counteracting the evils which would result from the extreme rake of the head.]

Idea Already Patented in America.

Editor of the Bicycling World:

It may interest you to know that the principle involved in the item in your issue of the 19th, concerning the use abroad of a spiral spring in the inlet pipe to improve the action of a carburetter, is included in a patent issued to our Mr. Hedstrom in July, 1905, No. 848,170.

THE HENDEE MFG. CO.,
Springfield, Mass.

Scorchers Held on a New Charge.

Jacob Gold and William Coursen, two shining lights of the Harlem Motorcycle Club, assisted by one Thomas Carabina, rendered the motorcycling interests of New York State a doubtful day's service last Sunday, 19th inst., when they got themselves arrested after a wild scorch through the streets of New York City, at a sizzling pace.

According to the testimony in the Yorkville Police court, which was printed at great length in the daily papers, Sergeant Casey and Policemen Howe and Faber, went up Madison avenue to look for automobile speeders and they were at Madison avenue and Sixty-fourth street when Gold, Coursen and Carabina went by at express train speed. Upon refusing to stop when hailed the motorcycle policemen set sail after them. The riders turned into Sixty-seventh street and separated at Fifth avenue, Casey going after Gold, who turned uptown, while Faber and Howe went after the other two, who went down the avenue and turned into the transverse road across Central Park at Sixty-fifth street. Faber and Howe caught their men at Central Park, but Gold led Casey a dangerous chase up Fifth avenue, and several times narrowly missed hitting pedestrians and

also a hearse in front of a funeral procession. At 116th street Casey was cut off by a trolley car and Gold got away, but was arrested later. When the three scorchers were arraigned before Magistrate Harris he did not know that motorcyclists come under the provision of the bicycle law and was at a loss to know upon what charges to hold the men, remarking the supposed failure of the legislature to include them in the automobile law—and the legislature is now in session too, and with several drastic automobile bills in hand.

Carrabina and Coursen were fined \$10 each upon a charge of disorderly conduct, but Gold was brought up under section 43 of the Penal Code, under a misdemeanor charge of endangering life and property, and held in \$500 bail for trial. "I am sorry I have not the authority to start you on the way to State's prison," said the magistrate, when announcing his disposition of the case.

The annual spring games of the Twenty-third Regiment A. A., will be held in their armory, Brooklyn, Saturday night, March 5th. Two bicycle races are billed as the feature events. One will be an unlimited pursuit between Manhattan and Brooklyn cracks, and the other a two miles scratch.

Bay Citys Win Another Team Race.

With Fred McCarthy and Tom Burns as its representatives, the Bay City Wheelmen had little difficulty in winning the Burton trophy at the first roller meet promoted by the Century Road Club and Wheelmen at Lyric Hall, San Francisco, Cal., on Saturday, 12th inst. Five teams of two men each were represented and each man had to cover two miles. Burns covered his distance on the easy side of the rollers in 2:16½, and McCarthy broke the former record for the hard side by reeling off the two miles in 2:25½, Burns having held the previous record at 2:35. The promoting club but recently has been admitted to membership in the California Associated Cyclists and this was their first endeavor. If the initial meet is a criterion the new club but recently has been admitted to ifornia racing affairs. The summary:

First, Bay City Wheelmen, 4 minutes 42 seconds; second, New Century Wheelmen, 5:19½; third, Golden City Wheelmen, 5:26½; fourth, Oakland Wheelmen, 5:35½; fifth, Century Road Club and Wheelmen, 6:25½.

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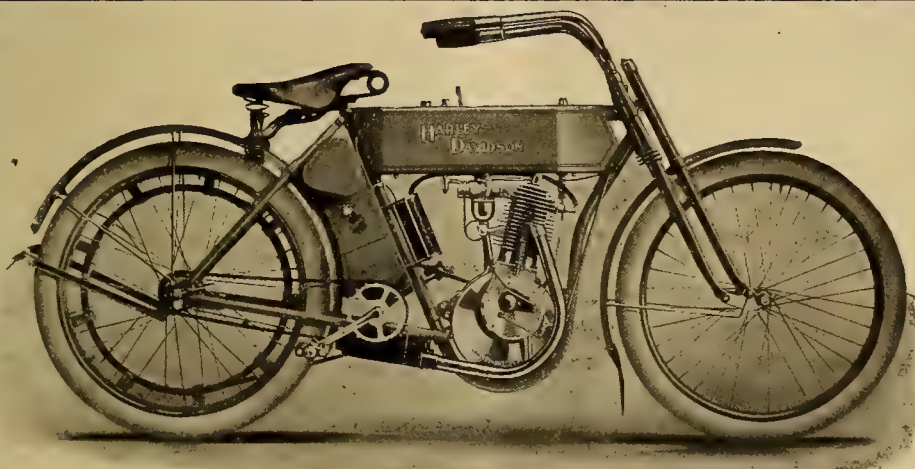
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has one of the lightest but THE MOST RIGID FRAME MADE. It's built like a truss bridge. Every other part is of an equal grade of excellence.

Dealers everywhere refer to the Iver Johnson as an easy seller and a guarantee against "comebacks." Send for our 1910 Catalogues.

IVER JOHNSON'S ARMS AND CYCLE WORKS, Factory and General Sales Office, 360 River St., Fitchburg, Mass.

Pacific Coast Distributors: BAKER & HAMILTON, San Francisco, Cal.
Southern Selling Agents: HENRY KEIDEL & CO., Baltimore, Md.
New York Office: 99 Chambers St.



SAY WHEN! We have the Very Best Motorcycle

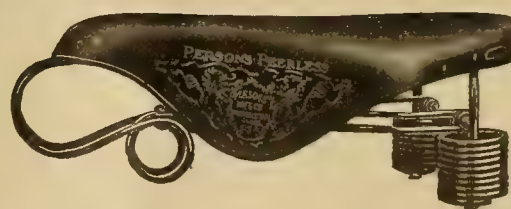
that ever was built and just now we are in position to make prompt deliveries. A few weeks hence and it may be a different story. Therefore "take time by the forelock" and "say when," that is, order now and be sure of having your mount when you want it.

HARLEY-DAVIDSON MOTOR COMPANY, Milwaukee, Wis.



The Name

that stands for all that's best in saddles —



PERSONS

If it isn't on your saddle, it will be worth your while to discover the reason.

PERSONS MFG. COMPANY, Worcester, Mass.

EXPERIENCES WITH ALCOHOL FUEL

Motorcyclist Who Used It Points Out Its Several Advantages—Engine and Carburettor Changes Required.

"Knowing well enough that the question of alcohol as a fuel for internal combustion engines has been discussed over and over again," said a German who recently came to this country, "I yet believe that the experiences of one who used an alcohol driven motorcycle for several months in the Far East may be of value to other adherents of the sport who contemplate touring in tropical countries.

"The great drawback of crude alcohol is its high temperature of evaporation. Given a high enough temperature of ignition and specially arranged carburettor, it is superior to gasoline in regard to cleanliness, absence of odor and completeness of combustion. Moreover, I found that it will not clog or foul the valves. Against these obvious advantages must be placed the much lower combustion power and the need of higher compression, in order to obtain the high temperature necessary for ignition.

"The heating value of alcohol is approximately six-tenths that of an equal quantity of gasoline, but owing to its higher igniting temperature it can be compressed more than twice as much as gasoline, using less than one-half of the air necessary to produce a good mixture. If an internal combustion engine having a pressure of 70 pounds for gasoline use be given one of 180 pounds for alcohol use, but remain the same in respect to cylinder dimensions, the power developed by alcohol will be 30 per cent. greater than that by gasoline.

"Considering that alcohol is compressed in the engine much more than gasoline, a larger quantity of the former will be necessary to produce the same power, and that greater quantities must be carried along on an extended tour.

"At the present time it is very difficult to obtain denatured alcohol in five or ten gallon quantities in the United States. It is so rarely used as a fuel that few dealers care to carry large quantities in stock, and its price is still so high that no saving can be expected from its substitution for the more common gasoline.

"In Europe, however, and particularly in Germany, the alcohol industry has reached enormous proportions and the price is continually decreasing. At the present time it is manufactured from nearly all vegetable refuse that can be had: straw, corn cobs, sawdust, potatoes and 'green fodder,' refuse of sugar beets, etc. It is nothing but one of the products of a slow oxydation of vegetable matter. If taken up seriously in this country by a few big manufacturers, it should become much cheaper, and as soon as it does become lower in price engines

will be built utilizing its advantages and eliminating the few drawbacks it possesses at present.

"For use in motorcycle engines, alcohol is undoubtedly of great importance, for I found it to give plenty of power and a very steady and reliable explosion once it had been started. As I used a rather weak coil I must attribute some of my ignition troubles at the starting of the motor to this cause.

"During my trip in the Far East I always used alcohol on my Wanderer machine which was provided with a special carburettor. The compression power of the cylinder was only a little greater than that of a similar gasoline engine, and I sometimes



had considerable difficulty in starting the motor. In my opinion the use of alcohol in motorcycles during the cold season would be connected with serious difficulties for alcohol does not evaporate so easily as gasoline, but in warmer climates, as well as during the summer months in this country it is a very clean, effective and reliable fuel. One of the well-known peculiarities of alcohol is that it can be diluted with water until it contains but 80 per cent of pure alcohol, and still will give just as good service as if it were absolutely pure.

"One of the chief reasons for the more general use of alcohol as fuel in internal combustion engines is the possibility of manufacturing in each country the quantity used up, and thereby do away with the vexatious transportation problem from continent to continent, which at present faces the nations in respect to petroleum and gasoline.

"When I needed fuel on my long trips in Asia for cooking purposes, I could always be sure of obtaining some—for I carried it in my tank. To draw off a little alcohol, fill my small stove and heat a meal, was easy work. I should have hesitated very much before venturing to draw off gaso-

lene to cook my meals with. That also must be mentioned under the head of 'Advantages of alcohol over gasoline.' Explosions are much rarer in places where alcohol is stored, and as soon as the price of the safer liquid becomes about two-thirds of that of gasoline, it will be found to be more economical, more pleasant and more advantageous from all points of view to use alcohol in all internal combustion engines."

Jokes in Show Time Souvenirs.

In commenting upon the Bicycling World's story that Alfred Champion at the Madison Square Garden show gave away tickets which entitled the holder to a free Salome cocktail at a nearby restaurant, the Scottish Cyclist facetiously remarks: "We don't know what a Salome cocktail is but we should surmise that there isn't much about it although it may show plenty of body." It goes on to say that "this show advertising dodge recalls one practised at the Stanley show. Victims were led to make application for a pair of Black tires, and after great consideration of their merits, and the extraction of a pledge to advertise Black tires on every possible occasion, a pair of boot laces were solemnly handed out, with the statement that these were Black tie-ers. The joke is rather thin, but the fun lay in the yarns told by the mob of applicants, nearly every one of whom claimed to be either a leading racing man or one of the 'heads' of the trade. Some of the disappointed ones lost their tempers badly, but were usually mollified when it was suggested that they should pass the joke onto a fresh victim."

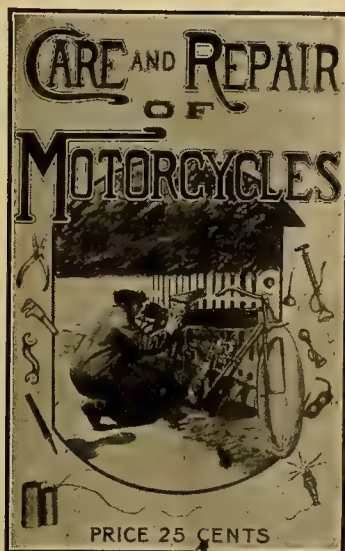
Care of the Eyes When Touring.

Oculists assert that motor goggles should be specially fitted to the eyes as spectacles are fitted, and that the eyes should be bathed in a solution of boric acid after every outing. Otherwise they say, the wind and dust encountered in a jaunt over country roads are likely to cause a marvelous collection of eye ailments with awe-inspiring names. The wind blowing away the tears and leaving the optic dry, causes inflamed eyeballs and granulated eyelids, and the road dust, which is full of impish little germs, ready for any mischief that may fall in their path, causes other afflictions.

Preventing Wind Rush on the Ears.

For riders who are troubled by the drumming of the wind in their ears when riding fast, and who do not care to adopt the ear rolls and helmet of the racing man, there is an easy solution of the difficulty. First procure a piece of rubber hose about three-quarters of an inch outside diameter and five inches long, and cut in half; at one end of each piece a slit should be made with a sharp knife, through which the band of the goggles should be passed, the rolls being placed just in front of the ears where they will deflect the wind.

Revised and Enlarged



Contains Much New Matter, Including
a Chapter on

MAGNETO IGNITION

72 Pages Bristling With Helpful
Advice and Suggestion.

"That book, 'Care and Repair of Motorcycles' is all right, and the motorcyclist who spends a quarter for one makes a mighty good investment. I want to sort of thank you for getting it out; it has helped me."—Van Allen Lyman, Glens Falls, N. Y.

BICYCLING WORLD COMPANY
154 Nassau Street New York City



It's the New Rubber In this Tire

that makes it so easy to repair, either by plugs or vulcanization—

And prolongs its life far beyond that of the ordinary tire.

And *this* makes new tire customers for you and keeps old customers loyal.

Only the finest grade of new Para rubber, as nearly pure as will vulcanize properly, is ever used in a Goodyear Pathfinder Single Tube Bicycle Tire.

Instead of using the best rubber obtainable, we could use cheaper grades. It would be easy to substitute rubber that costs one-third of what we pay, or we could use even "reclaimed" rubber from the junk pile.

But it wouldn't make a tire that lasts—and it wouldn't make a tire that can be repaired. It wouldn't make a **Goodyear Pathfinder**.

The fabric used in the Goodyear Pathfinder is a special, closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary

muslin used in others is only 40 to 60 pounds.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

There's a whole lot more money in selling a tire that lasts, and can be repaired, than the other kind. When a tire goes to pieces before it has given any service, it makes the customer *sore*, no matter how little he paid for it. He forgets that.

But 600 dealers—one to a town—in all parts of the country are making money and increasing business on the Goodyear Pathfinder Single Tube Tire.

That ought to mean something to you.

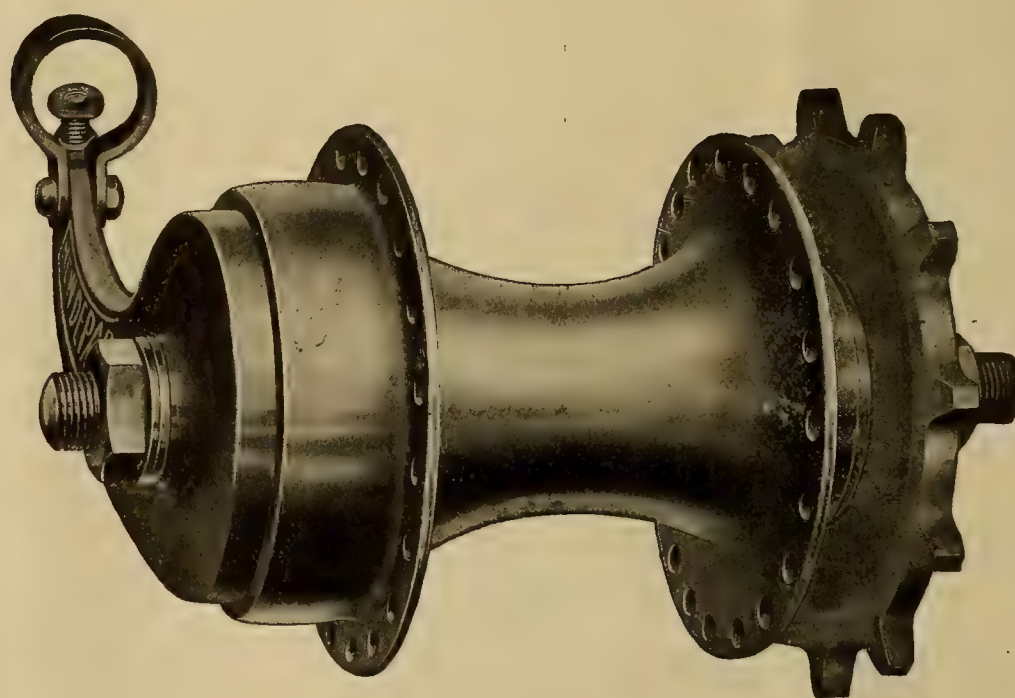
Write us if we are not represented in your town. Get our proposition.

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New Departure

INTERNAL EXPANDING BAND



COASTER BRAKE FOR MOTORCYCLES

is positively the last word in a coasting and braking device for high or low powered motorcycles.

Its dependability, strength and effectiveness have been proven by riders everywhere on highway and race track.

It is the ideal equipment because it completely eliminates brake troubles motorcyclists have experienced.

It is mechanically impossible for a new brake to wind up, bind or lock.

It cannot cut into the brake drum.

It will not "feed up" or drag the pedals when coasting.

It responds instantly to the slightest back pedal pressure.

Parts are heavy and practically indestructible.

Powerful enough to stall high powered motors.

Is fully guaranteed.



Brake Band and Lever.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors.

From the Four Winds

The Portland (Ore.) Motorcycle Club has attained to the dignity of club rooms. They are located at 424 East Adler street.

Bremen is due for a six days race, according to reports from abroad. It will occur from March 2nd to 8th, and the prizes will be \$750, \$625, \$500, \$250 and \$125.

London has a Lady-back Tandem Bicycle Club which has 32 members. The club takes its name from the style of tandem used—the sort with the drop frame in the rear.

Albert Crebs, who was one of Salt Lake City's fastest amateurs, before he was turned professional, has signed to ride at the Newark (N. J.) Velodrome this season. He will start east next month.

Fashionable Eton College, in England, must be an "ideal" place to go to school! There the scholars are forbidden to ride a bicycle without permission while the penalty for riding a motorcycle is expulsion.

Louis Darragon, former world's champion pace-follower, has been seriously ill with typhoid fever at his home in Paris. Darragon hopes that a month's sojourn in the south of France will put him on his feet again.

The Courier Cycle Club of New York has re-elected all its old officers as follows: President Charles Bergstein, Jr.; vice-president, Otto Meisezahl; secretary, J. K. Rose; treasurer, Solomon Lazarus; centurion, Bob Lawson; Captain Carl Anderson; lieutenant, Frank Lazarus.

While the sight of a woman occupying the passenger's seat on a motorcycle tandem is a rare one in the East, it is quite common in the West, particularly on the Pacific Coast. On a recent Sunday run of the Los Angeles Motorcycle Club, for instance, there were no less than 18 ladies sharing such tandems.

All of the old officers of the Baltimore (Md.) Motorcycle Club were re-elected at the annual meeting last week, as follows: Howard A. French, president; H. Matthew Gault, vice-president; Walter S. Hamburger, secretary; William Wood, treasurer; W. S. Fisher, captain. The club now is affiliated with the F. A. M.

J. Gordon Walker, the Australian rider, who gave a good account of himself at Salt Lake City last season has written to friends that he intends coming to America again this season, leaving Australia the latter part of April. Walker will bring with him Herbert Nesbitt a well known sprinter, who also competed in Salt Lake City last summer.

As a result of some keen missionary work during the recent show the Chicago Motorcycle Club now boasts of 180 members. Forty members were taken in at the meeting following the show. The club gave a smoker at its club house at 3,259 Prairie avenue, Saturday night last, 19th

inst., at which more than 100 members were present.

The winner of the prize competition for a design for Carl Verbist's gravestone is Eugen van Grieken, a young Belgian artist, whose sketch shows a medallion of the pace-follower on a broken column, with two female figures at the foot. One represents Fame holding out a palm leaf, and the other, clad in mourning attire, symbolizes the dead rider's racing union.

The Unione Sportiva Italiana, of New York City, which is the largest Italian bicycling club in America elected the following officers this week. President, Dr. A. Colli; vice-president, S. Tassoni; secretary, A. Borella; treasurer, Marius Rovere; councillors, Guido Clerici, F. Panzeri and M. Crotta; trustees, A. Cattaneo and P. Burzio.

In accordance with their annual custom the old guard of the once-famous Harlem Wheelmen will hold an annual beefsteak dinner at the West End "hay loft," New York City, Saturday evening, 12th inst. The veteran, Thomas A. Roe, is chairman of the dinner committee, and serving with him are R. E. Shaw, Edward J. Welling, H. J. Weckhoff and John H. Valentine, who managed the club's racing team at the time Frank L. Kramer was its brightest star.

Verily, many are the uses of the bicycle. The latest effort is to convert it into a churn by means of a new instrument called the "Butyrometer." This consists of a number of cylinders which are strapped to the spokes of the back wheel, and then filled with milk. By spinning the wheel several times the milk quickly is churned into butter. One advantage of the scheme is that the butter can be made while the bicycle is being ridden, as the cylinders do not hit against the rear stays.

Although it was organized only last year, the Courier Cycle Club, of 1,058 First avenue, New York City, intends to figure prominently in metropolitan cycling affairs the forthcoming season. It has announced the first century run of the season, Sunday, May 1st, having been selected with the following Sunday as a rain date. The run will be over the Merrick Road on Long Island and will have both bicycle and motorcycle divisions.

Although the date has not been announced plans for the 50 miles Italian road championship of America are assuming definite proportions. It is noteworthy that the race will be a true sporting event in every sense of the word, as no prizes other than medals and cups will be offered. There is quite an array of these, however—five gold medals for the first five finishers, five silver medals for the next five riders to cross the tape, and bronze medals for the 9th to 15th finishers, inclusive. Two silver cups also will be awarded—one to the club whose member wins the race, and the other to the club showing the largest number of finishers.

MAJESTICALITIES

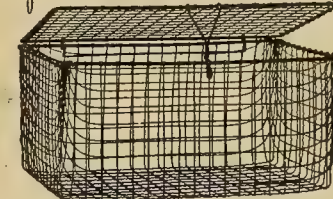


A Majestic Double Ball Bearing Spring Fork turns a bone shaker into a pleasure vehicle. It can be quickly applied to any machine in use.

Price \$2.50

ORDER OF YOUR DEALER.

MAJESTIC WIRE BASKET



Thousands in use. Works well on our Wire Carrier, as shown below. Has lid and clasp. Handy for quick deliveries and tourists. Beautifully enameled.

Retails 85 cents

ORDER OF YOUR DEALER.



The Majestic Wire Luggage Carrier has been the largest seller in its line during the past season. Is made heavier and stronger for 1910 and is now plated instead of enameled. Framing of 1/4" spring steel wire. Two straps, with buckles. Plated clips, bolts and nuts.

Retails 75 cents

ORDER OF YOUR DEALER.

JOBBER SUPPLIED BY
D. P. HARRIS HARDWARE CO., New York
OR
MAJESTIC MFG. COMPANY
Worcester, Mass.

RECENT PATENTS.

934,064. Toe Clip for the Pedals of Cycles and Like Vehicles. Hyman Frankenburg, Birmingham, England. Filed Oct. 20, 1908. Serial No. 458,657.

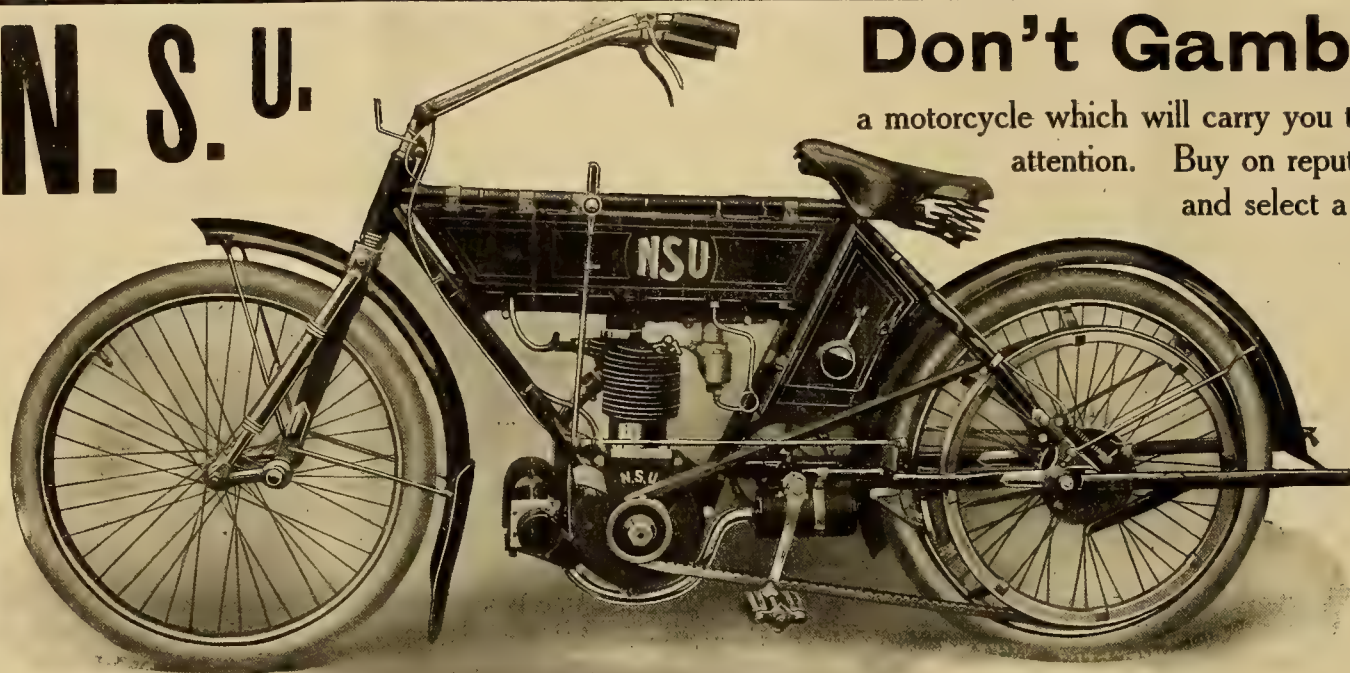
1. The combination, with a pedal having end plates provided with holes, of a toe-clip comprising a spring band having studs on its end portions provided with heads or flanges which pass through the said holes, and locking devices pivoted to the said end

plates and provided with spring clips at their free ends which clasp the said studs between the end plates and the heads or flanges and prevent the studs from being retracted.

934,597. Clutch for Concentric Rotary Parts. Frederick S. Ellett, Elmira, N. Y. Filed June 7, 1909. Serial No. 500,729.

1. The combination with a rotary shaft, of a concentric wheel, one of said parts carrying oppositely placed clutch members; a

movable clutch block, concentric with said shaft and wheel, located between said clutch members; means operated by the relative rotation of said shaft and wheel, and adapted, according to their relative speeds, to move said block into engagement with one of said clutch members; and a movable locking device carried by one of the parts first mentioned and adapted to lock the clutch block to it in the non-engaging position of said block; substantially as shown and described.

N. S. U.**Don't Gamble**

Keep out of the discard and draw a motorcycle which will carry you through without constant attention. Buy on reputation, not on mere talk and select a

2 SPEED GEAR

motorcycle which has a reputation for doing things. Again, don't gamble, just buy the **N. S. U.** we'll back you up too with a strong guarantee.

Just drop a card for catalog "B."

N. S. U. MOTOR CO.

206 West 76th St., New York City

REVISED AND ENLARGED

72 pages; Illustrated.

"That book, 'Care and Repair of Motorcycles' is all right, and the motorcyclist who spends a quarter for one makes a mighty good investment. I want to sort of thank you for getting it out; it has helped me."—Van Allen Lyman, Glens Falls, N. Y.

BICYCLING WORLD COMPANY
154 Nassau Street New York City

Season Opening Offer

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NEVERLEAK**FREE—12 Extra Certificates**

If you will order from your jobber one gross tubes of Neverleak you will receive absolutely free, 12 extra certificates in addition to the 12 usually packed with that quantity, making 24 certificates in all. The above offer will not be accepted after April 15, 1910.

The certificates will apply on any of the following high class premiums: 10 certificates, French Gold Clock, or a \$3.00 No. 30 Conklin Fountain Pen. 12 certificates, Solid Brass Sign. 15 certificates, \$6.00 Conklin Fountain Pen. 20 certificates, 42 piece decorated China Dinner Set. 24 certificates, Sessions Regulator Clock, or Success Emery Grinder. 33 certificates, 24 in. solid Leather Suit Case, or a hand-carved, imported Cuckoo Clock. 36 certificates, a 72 piece decorated China Dinner Set. 48 certificates, a 20-year, gold filled, open face, No. 16 size, thin model N. Y. Standard Watch. 60 certificates, a 20-year, solid gold filled, genuine Elgin Watch, open face, 16 size; 7 jewel; latest thin model.

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SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)

NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



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99-2

99-3

SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by

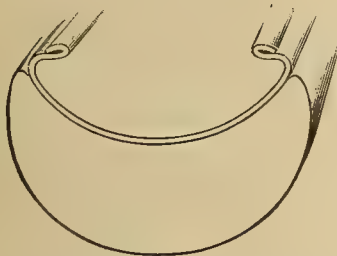
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Established 1844.

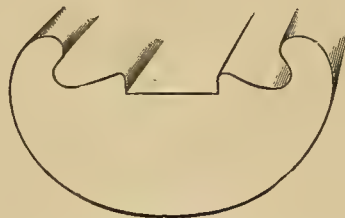
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THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

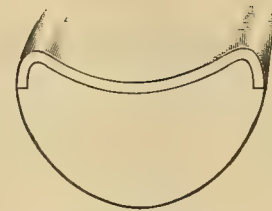
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Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



Crescent. Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

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By S. V. D. BURR

Revised and Enlarged Edition

208 PAGES—209 ILLUSTRATIONS

Treats of everything from the equipment of the repair shop to the repair of a puncture.

PRICE, \$1.00, POSTPAID

THE BICYCLING WORLD CO.,

154 Nassau Street, NEW YORK



A GRIP THAT MERITS ITS NAME

It will not slip

It will not peel

It will not crack

It will not wear out

It will not sweat the hands

But it will give comfort and satisfaction and will add to the appearance of any bicycle.

THE WEARWELL RUBBER GRIP

is made over a single smooth tube, covered with purest Para gum rubber—soft, elastic, resilient—entirely seamless and shaped to fit the hand. The rubber is firmly secured at both ends by broad ferrules of **German Silver**. It is carefully made and will fit the handle bars perfectly.

Packed one dozen in a handsome display box

Retail price **35 Cents** per pair

Trade Prices On Application

SEND FOR PRICES FOR STITCHED
LEATHER AND LEATHER WOUND GRIPS

HAVERFORD GRIP CO.

829 Arch Street

Philadelphia, Pa.

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The famous

Bottom Bracket Patent

suit brought against us seven years ago, by the Bicycle Trust, whose assets were purchased by the Pope Mfg. Co., has finally been decided in our favor by the Federal Court, February 14, 1910.

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JOBBER AND DEALERS
TO SEND IN THEIR ORDERS.
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Gentlemen's and Ladies Bicycles
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CHICAGO, ILL.

CYCLING is coming into its own again! Thousands of people are now taking up the neglected steed of steel with the same possibilities of pleasure which marked the heyday of its popularity.

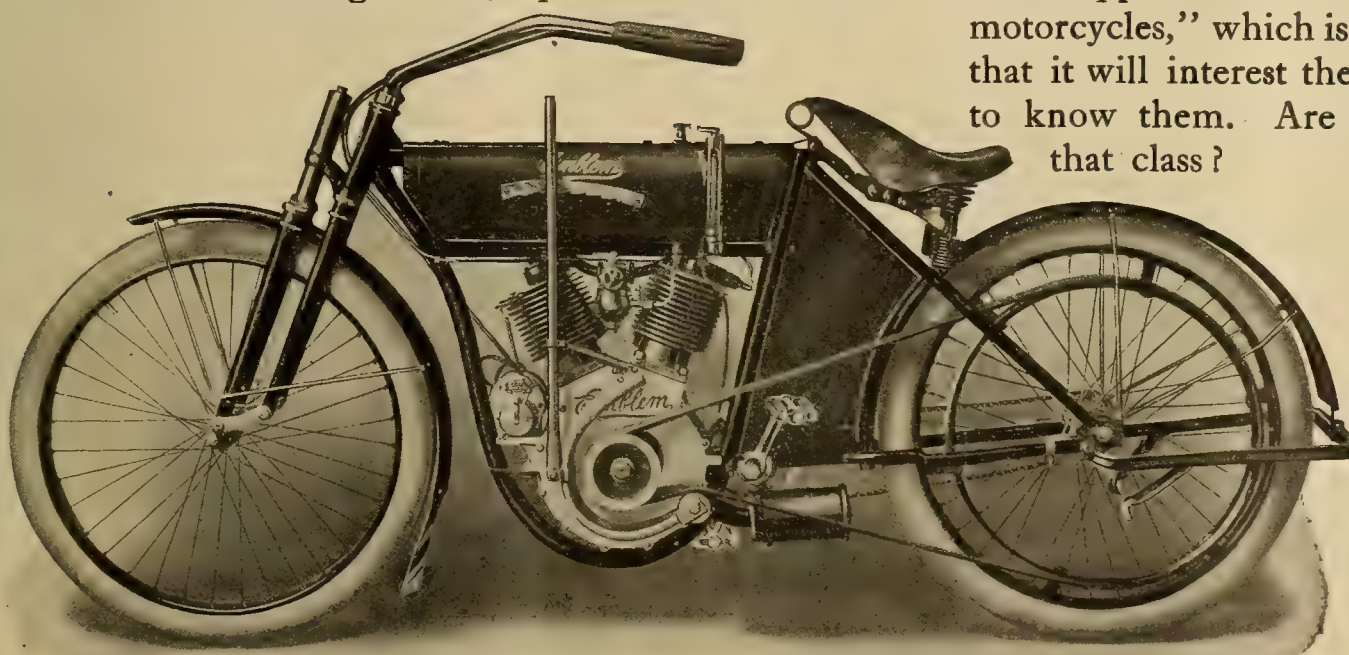


FISK BICYCLE TIRES
 THE FISK RUBBER CO. Chicopee Falls, Mass.
 Branches in Seventeen Cities

THE manufacture of bicycle tires has kept pace with the perfection of the wheel itself. **FISK BICYCLE TIRES** were in the beginning, always have been, and are now, the Standard for Quality.

EVERYTHING ABOUT THE EMBLEM

from the ball bearing motor, up or down, is of the sort that appeals to the man who "knows motorcycles," which is a good indication that it will interest the man who desires to know them. Are you included in that class?



7 H.P. Twin
Cylinder.

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For Hustlers

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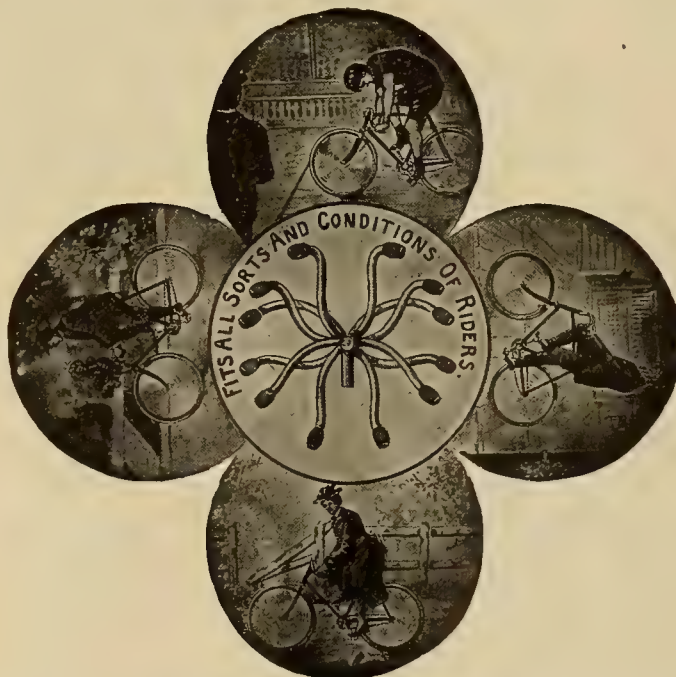
ALL are necessities; all
all are ready sellers
and in continued demand.
All are top-notchers. No
stock is complete without
them.

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THE STANDARD COMPANY, Torrington, Conn.

SIT UP

and take notice. The



Kelly Adjustable Handlebar

will enable you to do so. It will afford also any other
position you may desire whenever you desire it.

SPECIFY IT AND BE COMFORTABLE!

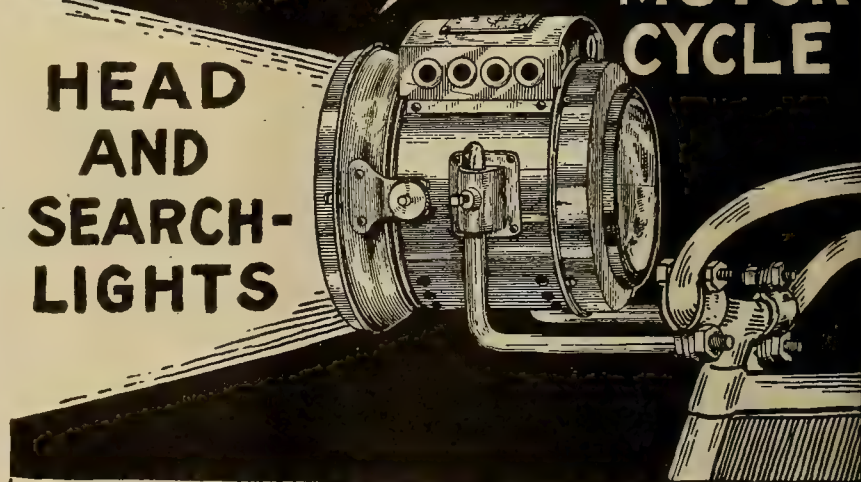
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MOTOR CYCLE

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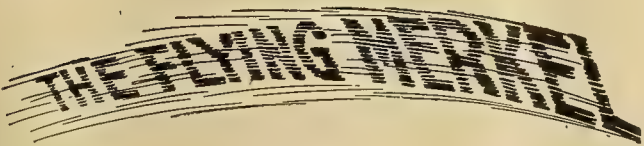
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by



At the Motorcycle Meet of January 30th, on the Coliseum Track, Los Angeles, Cal., the Flying Merkel Broke the World's Professional Competition Records

This was the 30 minute race for professionals, with four entries. Time, $\frac{1}{2}$ hour — $35\frac{1}{2}$ miles. All records, from 20 to 35 miles, as the 10 mile record, also the half hour record, were broken.

How's that for the Merkel Ball-Bearing Motor?

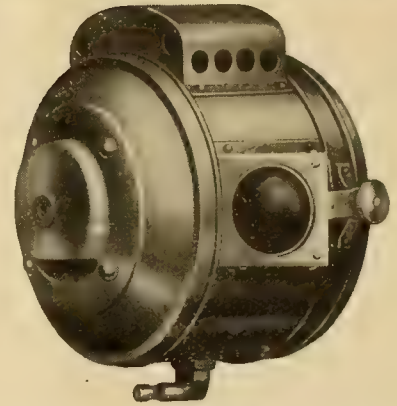
If you want to know more about this wonderful motorcycle ask us for catalog D.

Merkel-Light Motor Co.

POTTSTOWN, PENNSYLVANIA
MEMBERS OF M.M.A.

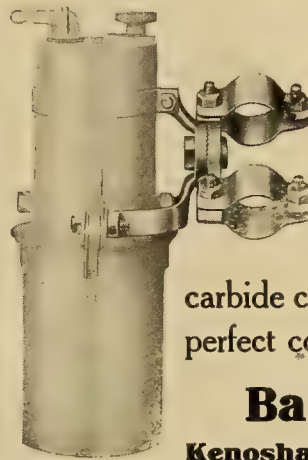
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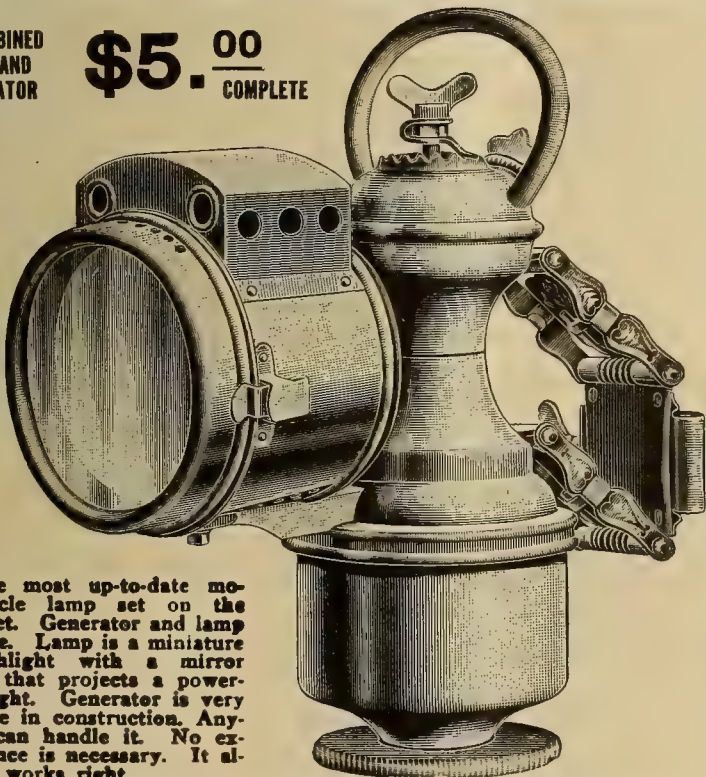
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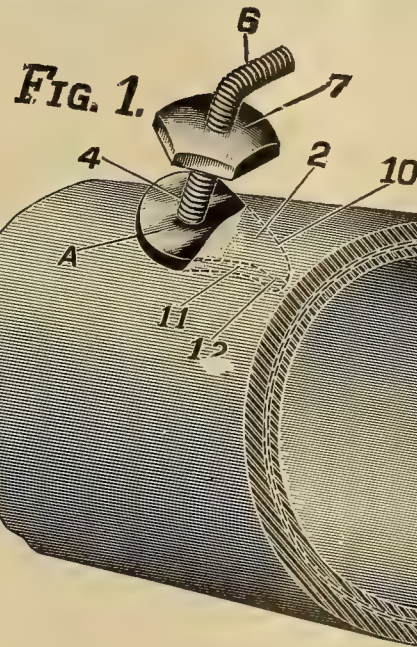
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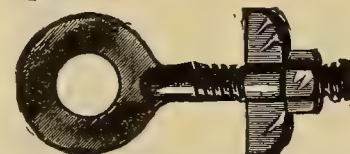
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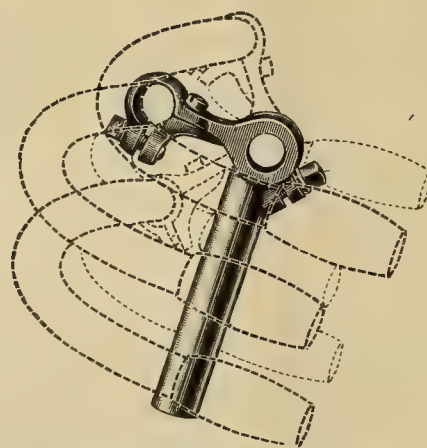
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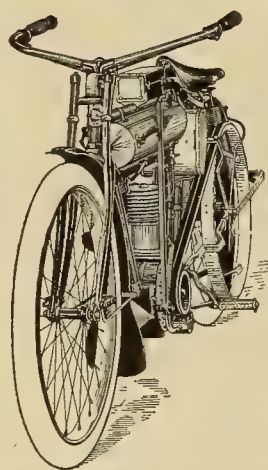


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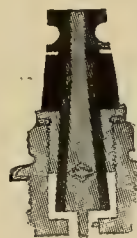
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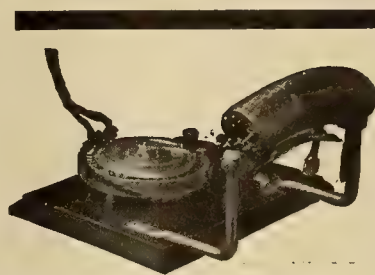
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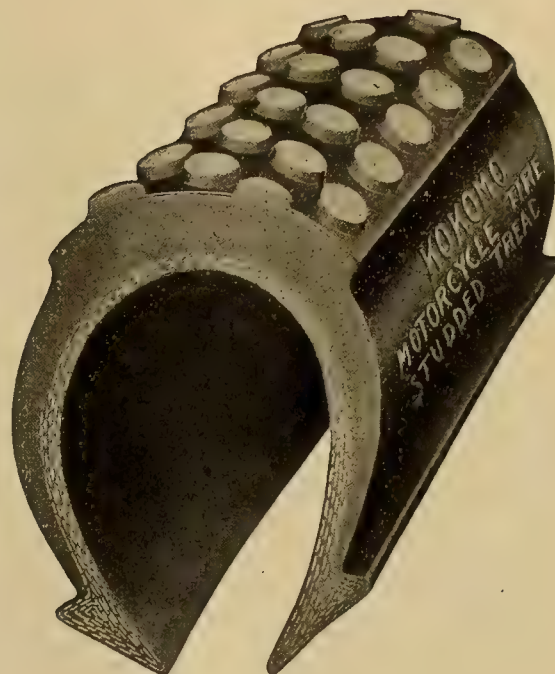
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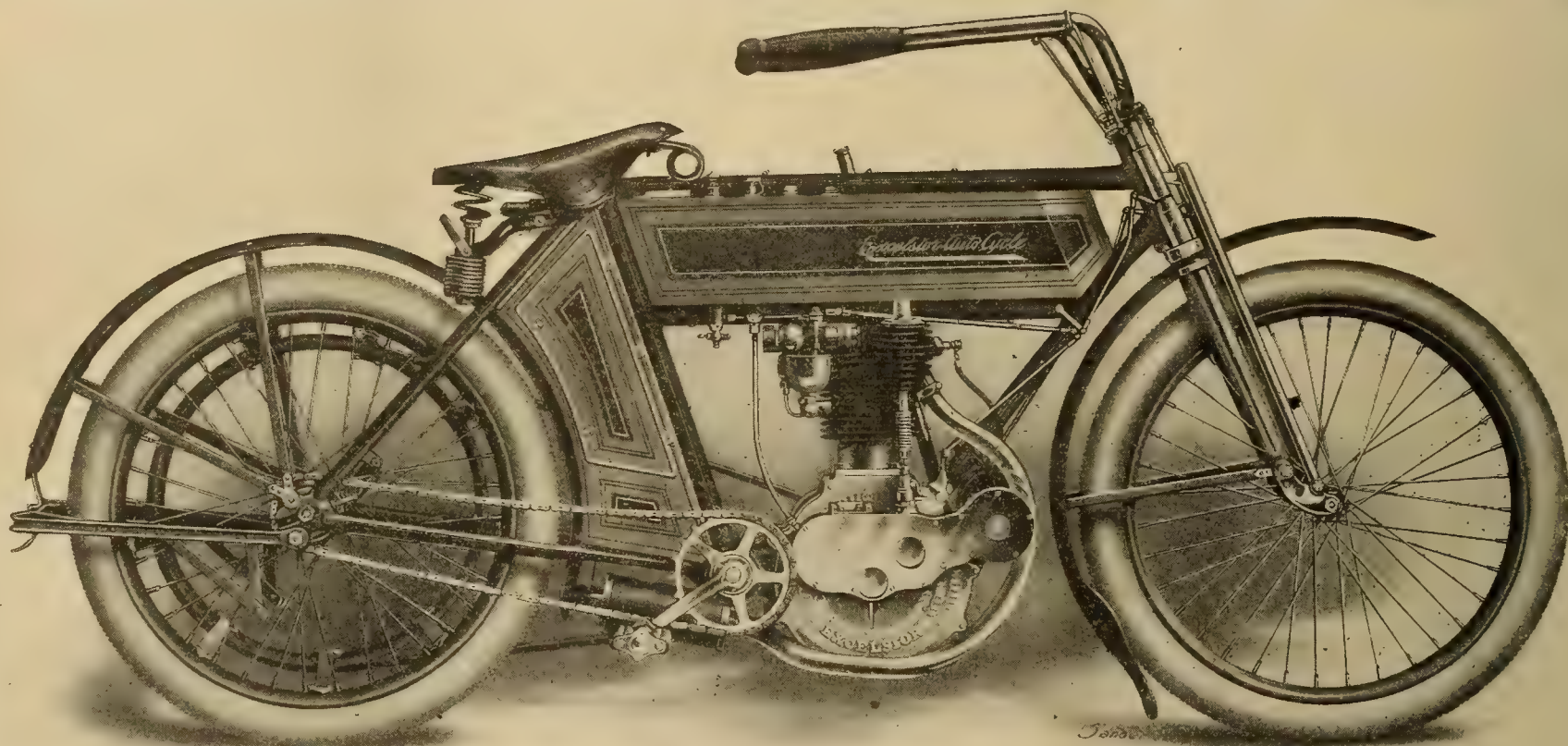
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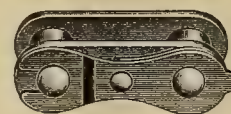
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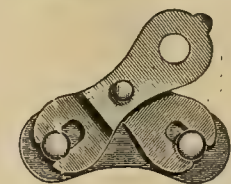
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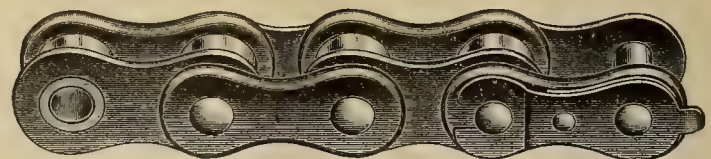
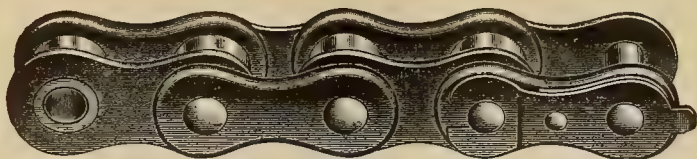
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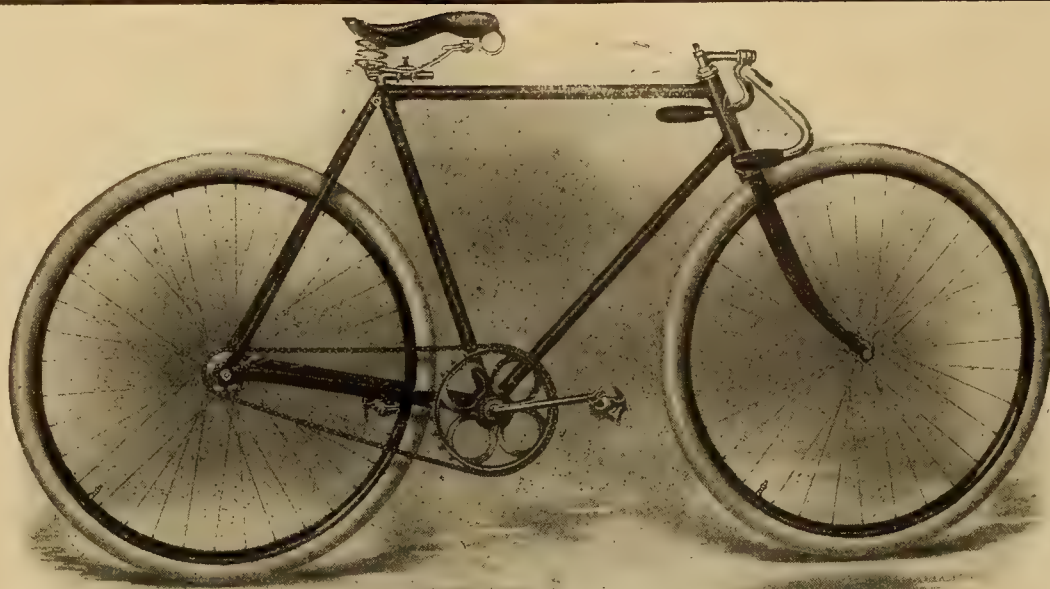
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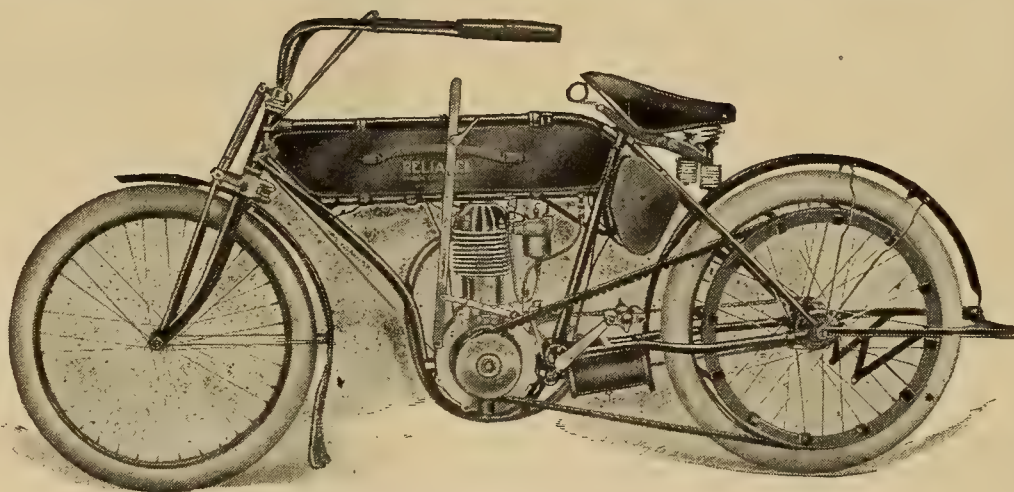
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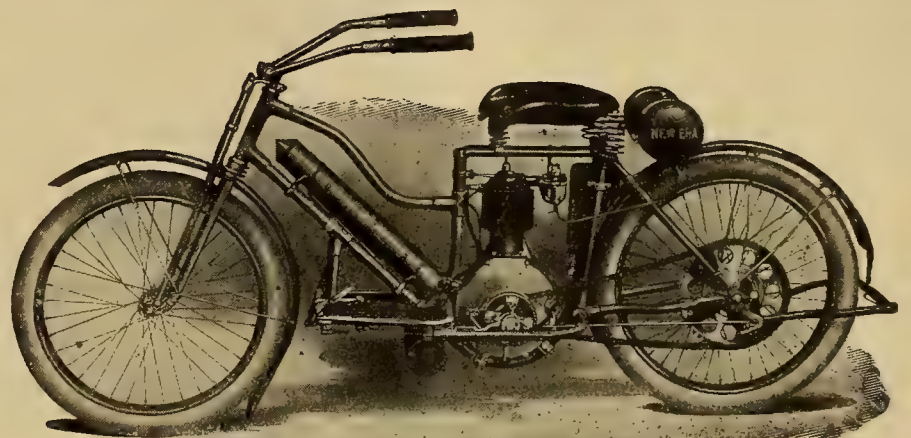
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The New Era Auto-Cycle

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Its long, low frame and spring-suspended, upholstered form seat and foot-board (instead of pedals), makes it available for all ages and sizes and conditions of mankind; its two speed transmission makes it master of any and all hills and renders possible the slow pace so necessary to safety and comfort on rough country roads and crowded city streets; its free engine (engine started by a crank like an automobile), makes it possible to start anywhere from a standstill and without even "jacking up" the machine. Lots of these ideas are being and will be copied but don't you pay for manufacturers' experiments. You don't have to do so when the New Era offers them in perfected form.

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THE SEASON****1910**

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Now is the Time

to begin an active campaign among the school children. The days are growing longer, the roads will soon be getting into shape, and the children are anxious after being housed up during the winter to get out into the sunshine.

Every Boy and Girl Wants a Bicycle

For them no sport equals a bicycle, and no bicycle equals a FAY. The thousands sold annually proves that. They all know, too, that riding to school beats walking.

PROGRESSIVE DEALERS

are making a specialty of distributing Fay leaflets in the schools. If you have not done this try the experiment. We have attractive cuts for circular and newspaper advertising free for the asking.

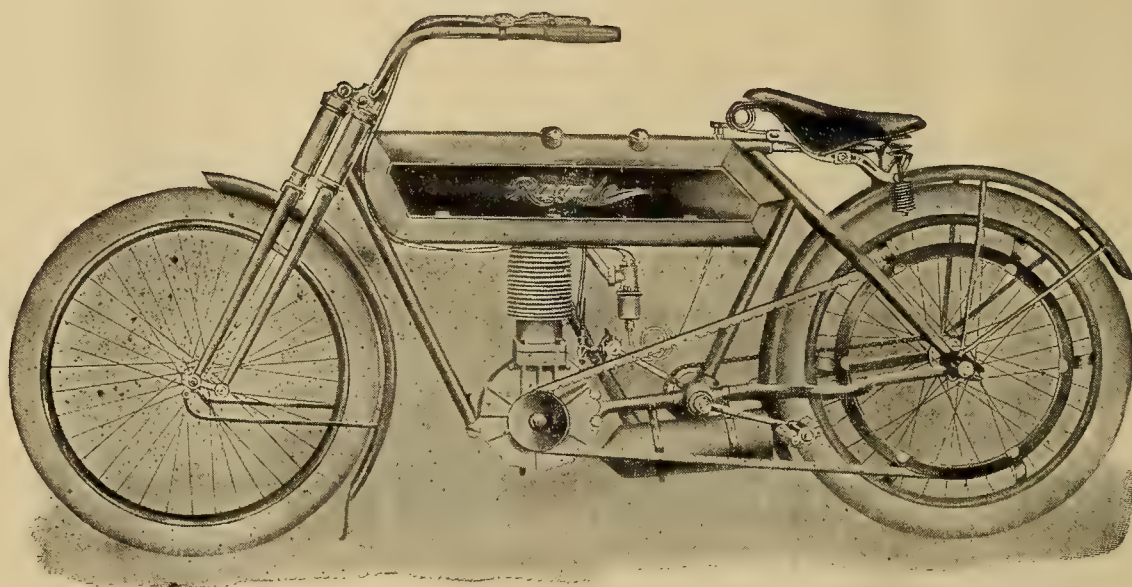
And don't forget that wheels in stock mean quick sales.

THE POPE MANUFACTURING CO.

Hartford, Connecticut

YOU WILL FIND IT IN
Space 579

AT THE
Boston Automobile Show
(March 5th to 12th inclusive)



THE RACYCLE Motorcycle

The Agency that puts dollars in your pockets

Be sure to see the machine that has made the "hit" of the season.

The Miami Cycle & Mfg. Co., Middletown, Ohio

Member M. M. A.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, March 5, 1910.

No. 24

TWELVE WILL EXHIBIT AT BOSTON

And Their Displays of Motorcycles no Longer will be Staged in Basement—
Little Newness Promised.

With the addition of the Emblem Mfg. Co., the motorcycle section of the Boston Automobile Show in Mechanics' Building, which opens this evening and continues during all of next week, will be constituted of twelve exhibits. They will be grouped in Sections F and G, which will be located on the first balcony. It is the first time that the motorcycles have been accorded this position, and it should assure their receiving much more attention than has been the case at previous shows, when they were consigned to the basement, into which only a comparatively small portion of the spectators wandered.

Its location will also afford the motorcycle section such benefits as come of sharing the decorative scheme, of which "Springtime" will be the "motif." Lilacs, tulips and spirea van houtii intermingling with hedges, rows and rail fences and some scenic paintings will constitute the chief articles of the embellishment.

The motorcycle section will be made up of the following exhibits:

Aurora Automobile Machinery Co., Thor; American Motor Co., M-M.; Consolidated Mfg. Co., Yale; Crouch Motor Co., Crouch; Emblem Mfg. Co., Emblem; Excelsior Supply Co., Excelsior; Hendee Mfg. Co., Indian; Miami Cycle & Mfg. Co., Racycle; Merkel-Light Motor Co., Merkel and Light; Pierce Cycle Co., Pierce; Reading Standard Co., R-S.; Reliance Motorcycle Co., Reliance. The Crouch is the only one of the number which has not been seen at either the New York or the Chicago show.

Kelly Forming a New Tire Company.

Charles F. U. Kelly, former president of the Lockport Rubber Co., who since the destruction of that concern by fire, has been

making arrangements to re-enter the tire business, is now in a fair way of achieving his purpose. He already has formed the Kelly-Toledo Tire & Rubber Co., in Toledo, Ohio, and a large part of its capitalization of \$375,000 is in sight, and as soon as Toledo parties are heard from, the new company will at once proceed to business. Both bicycle and motorcycle tires will be included in its output.

Bosch to Build Plant in Springfield.

Springfield, Mass., is to become the home—the American home, at least—of the Bosch magneto, the Bosch Magneto Co., having completed arrangements for the purchase of a seven acre tract in Brightwood, a suburb of Springfield. As soon as all details are completed and the frost is out of the ground, the work of constructing factory buildings will be commenced; there will be three of them, each a concrete structure, 385x66 feet. One of them will be hurried to completion and the others erected after the first one is equipped and in operation. Meanwhile the Bosch plant in New York City will be kept humming.

Musselman and Gould in New Company.

The M. & G. Mfg. Co., of Chicago, was incorporated last week under the laws of Illinois, with \$2,500 capital. Its stated purpose is to "manufacture and deal in bicycle, motorcycle and automobile supplies." The incorporators are A. J. Musselman, D. W. Gould and C. H. Wells. Musselman is the present head of the American Motorcycle Co., of Chicago, and Gould is the manager of the Dayton Sewing Machine Co.'s bicycle department; both of them were at one time connected with the Pope Mfg. Co.

Harding to Handle G & J Advertising.

G. W. Stephens, who recently resigned as advertising manager of the G & J Tire Co., Indianapolis, has been succeeded by W. B. Harding, the company's former purchasing agent. Stephens is preparing to go into the tire and accessory business in Chicago on his own account.

MOTORCYCLES TO GET MORE ROOM

Such is Unofficial Assurance Regarding Next Chicago Show—Will be Held Earlier and Run Two Weeks.

"All the space the motorcycle exhibitors will want," is the unofficial promise that is made concerning the Chicago show for 1911, which like that at New York is to be a two weeks affair. At a meeting of the executive committee of the National Association of Automobile Manufacturers, Inc., which latter has control of the Chicago show, it was decided to run the Windy City exhibition in two sections in order to provide more space for everybody, and the benefits of this arrangement, so far as the motorcycle manufacturers are concerned, will take the form of a greatly enlarged motorcycle section.

An advance in the opening date also was decided upon by the committee, which held its meeting at the New York headquarters of the Association on the 2d inst. The first section will commence Saturday, January 28, four days after the closing of the second week of the Madison Square Garden show in New York, and it will continue until and including Saturday, February 4. The floors will be cleared of the first week's exhibits that night and the buildings will reopen on Monday afternoon, February 6, for the second section of the show, continuing until and including Saturday, February 11.

It not yet has been decided how the exhibits will be divided. It is probable that the space allotted to automobile exhibits during the first week of the show will be given exclusively to members of the National Association of Automobile Manufacturers, Inc., and their demands may be such as to necessitate the putting of the motorcycle section into the second week of the show. No definite arrangements of any kind in this respect, however, have been made. Manager Samuel A. Miles indicates that the motorcycle is to have more space

than ever before, and is taking steps to arrive at an estimate of the requirements.

The same meeting of the committee which resulted in the extension of the Chicago show period also brought about the conclusive burying of such projects as the show in Atlanta, Ga., last November, which the motorcycle exhibitors remember with pain. The committee passed resolutions to the effect that the Association will sanction no shows other than those at New York and Chicago during the next twelve months.

Accessories Go with Motorcycle.

Adopting a practice very widely employed in the automobile industry of furnishing a car with full equipment at the list price, the L. E. Rhodes Co., Hartford, Conn., from whose plant issues the Marathon twin two cycle motorcycle recently described in the *Bicycling World*, emphasize the fact that their machine is equipped with a complete outfit of accessories at no extra cost. The extra fittings consist of a 20th Century lamp and generator, horn, large telescopic pump and special stand, in addition to the regular complement of tools. It is the first time anything of the sort has been attempted in the cycle or motorcycle trade.

Topeka Company in a New Location.

The J. C. Harding Co., Topeka, Kan., have removed from 833 Kansas avenue to 106 East Sixth avenue, where they will have much more room for their increasing business. The concern sells bicycles, pianos and sewing machines and recently added motorcycles to its line.

Another Kansan Takes up Motorcycles.

W. H. McClure, Kingman, Kan., has engaged in the motorcycle business. He has secured the Thor agency. His first order was for 20 machines, which is evidence of McClure's faith in the trade.

Denver Dealer Building New Store.

G. M. Myers is erecting a bicycle store at 1854 California street, Denver, Col., and will remove from his present location as soon as it is completed. The new establishment will cost \$8,000.

Ashley Retires from Motorcycle Firm.

H. B. Lyon has purchased the interest of G. M. Ashley in the McLaughlin & Ashley Motorcycle Co., New York City. Although Ashley retires, the firm style will remain unchanged.

To do Repair Work in Omaha.

J. F. Twentyman and C. De Remer have gone into the motor and cycle repair business at 11 Orchard street, Omaha, Neb. They also will perform general electrical repair work.

Regnier Returns to His Old Love.

L. H. Regnier, who was engaged in the bicycle business about 10 years ago, has returned to his old love. He has opened a store in Lenox, Mass.

HOLDEN HELPS TO RELIEVE JOLTS

Veteran Rider and Dealer Turns Inventor and Produces Comfort Promoting Device—Its Construction.

Realizing the need for a cushioning device under the seat to absorb the severest shocks of all, which the ordinary motorcycle spring fork is utterly incapable of taking care of, George N. Holden, the veteran rider and one of the pioneer Indian agents, who is located at 141 Massachusetts avenue, Boston, has devised a duplex spring seat post which is calculated to satisfy the requirement exactly; it is shown by the accompanying illustration. While specifically designed for application to 1909 and 1910 Indian models, the arrangement is so con-



trived as to be applicable to any standard form of machine in which the rear fork stays are narrowed in over the mudguard or are united with the seat post cluster by a single stem.

As should be the case with all attachments, the arrangement is contrived to be installed upon the motorcycle with a minimum of fitting, the regular clamping device for the usual saddle post remaining undisturbed. The lower support is afforded by clamping to the seat post mast itself and also to the lower part of the rear mudguard. Although readily attached the device is perfectly solid and free from lost motion.

The resilient qualities of the seat post are obtained by means of two sets of especially tempered coil springs which are adjustable to suit the requirements of riders of different weights and which are enclosed in the two telescoping tubes, which form the principal members of the device. The tubes are joined together by a cross piece at the bottom and swivelled into the base fixture, while at the top they are tied together by the attachment which furnishes the saddle support. The latter part is tied to the frame by means of a pair of swinging links which are secured to the fitting in the top of the mast already mentioned. By the use of double springs, of course, the effects of both shock and rebound are taken care of, the flexibility thus secured added to that nor-

mally provided by the saddle suspension itself, affording a full measure of comfort and defense against the fatigue which long riding on an unsprung seat post is certain to involve.

Ball Bearings and Their Lubrication.

"An impression that ball bearings will successfully operate without lubricant is more general than one would think. This is absolutely untrue. There is a slight amount of sliding friction in the best of all ball bearings due to the fact that the materials are, after all, elastic, and there is of necessity some deformation under load," says a man in the ball bearing business. "In addition, there are small inaccuracies of workmanship that make for more or less sliding. Some bearings are made to shop limits of a few ten-thousandths of an inch, but even that is a deviation from the essentials of theoretically pure rolling. Therefore, it is apparent that lubrication must be furnished. Besides its function of reducing friction, it acts as a protection against rust and against the entrance of grit and foreign matter which causes wear. Every ball bearing cup should be kept well filled with grease or oil. The hubs in particular should be filled with good grease until the lubricant is forced out around the outer edges. The erroneous impression that any sort of oil is good enough for a ball bearing, also prevails quite generally. Few people realize that many oils contain acid, and acid is the enemy of the fine surface finish of a good ball bearing. Therefore one must be certain that the grease contains no acid. A simple test for this is to place a thin film of it upon a highly polished piece of steel and allow it to lay exposed for several days. Any discoloration or evidence of pitting should be sufficient to bar the use of such grease. If this careful attention is given wherever there is a ball bearing it will be found to pay for itself in the extended life of the bearing."

Empire Opens Kansas City Branch.

The Empire Tire Co., of Trenton, N. J., manufacturing Empire tires, inner tubes, patches and other rubber specialties, has established a branch house in Kansas City, Mo. The branch, which is located at 1516 Grand avenue, has been placed in charge of Claude Beardsley, who in the past has represented the company in the capacity of traveling salesman. The trade will be served from the Kansas City branch on the same basis as from the factory.

Goodyear Starts a Factory in Canada.

The Goodyear Tire & Rubber Co., of Akron, Ohio, have established a branch factory in Canada. It is located in Bowmanville, which is near Toronto.

Hosterman Leases His Establishment.

Alen Hosterman, Mishawaka, Ind., has leased his bicycle shop at that place to Bert Dickey. The arrangement became effective on the 1st inst.

MOTORCYCLE PROMINENT AT SHOWS

Impressive Displays Staged at Denver, Los Angeles, Milwaukee, Dayton and Keene—The Machines Exhibited.

One of the largest motorcycle displays which has been staged at any of the local automobile shows which have been held during the present season was made by Denver, Col., dealers at the automobile show held in the Auditorium, the largest building in the Pike's Peak metropolis, last week. Practically all of the local motorcycle colony was represented by big exhibits, which occupied large and prominently located

the scent from imported apple perfume was wafted through the building by electric fans. Motorcycles were shown by the following agents: Yale Motorcycle Co., Yale; E. B. Saufly, Excelsior, and American Motorcycle Co., American.

Opening on Washington's Birthday, the Milwaukee, Wis., exhibition in the Auditorium not only lasted through the week but introduced the fashion of holding Sunday sessions. As the home of the Harley-Davidson, it goes without saying that the famous hyphenated product was very conspicuously displayed by its makers. It had for companions the following makes: Comet Motor Co., Comet; Wisconsin Motorcycle Co., Indian; F. A. Bremer, Merkel and Light; R. C. Parson, R. S., and J. H. Wagner, Yale.



FRY & MCGILL'S EXHIBIT OF INDIANS AT DENVER SHOW.

booths, and received considerable notice from the throngs that came from all parts of the state and outside its borders as well. The agents who exhibited and the machines they staged were: Mead Autocycle Co., Excelsior; Pierce Motorcycle Co., Pierce; Fry & McGill Motor Supply Co., Indian; Boot Motorcycle Co., R-S.; Whiting & Wunderlee, Harley-Davidson; New Era Auto Cycle Co., New Era; George Mayer Hardware Co., Yale.

Out in balmy Los Angeles, Cal., the delightful climate permitted the second show held there this season to be launched on February 19 in a mammoth tent decorated to represent a redwood forest. Sharing in the honor of being among those present at what was generally conceded to be the best show ever held on the Coast were the following motorcycle dealers: William H. Hoegee & Co., Yale; C. W. Ridsen, Indian, and New Era Cycle Co., New Era. Another western city to be favored with two shows this season was Kansas City, Mo., which put on one of the largest shows ever held in the southwest, in Convention Hall last week. The interior of the immense building was decorated to represent an apple orchard, apple trees with blossoms attached being scattered around the hall, while

This week Dayton, O., is in the throes of its maiden automobile show, which is being held in the Memorial building. There is a strong showing of two wheelers, the following machines being on exhibition: Racycle, Thor, Harley-Davidson, Merkel, Indian, New Era, Greyhound, Yale and Excelsior.

There was one show at which automobiles played "second fiddle"—that at Keene, N. H., held March 2-3, by the Consolidated Motorcyclists. It was even more successful than that progressive club's initial effort last year. Motorcycles, bicycles and automobiles filled all available space, and large crowds attended each day.

Baneful Effects of Loose Bearings.

There is no abuse to which a motor may be subjected that is more detrimental, or will so quickly shorten its life than to operate it with loose bearings. One loose bearing has a tendency to loosen others, causing knocks, loss of power and crystallization of the metal. More harm can be done to a motor by running it on loose bearings for a few days than would result from a year's ordinary use. At the first indication of a knock, the bearings should be looked to and adjusted, if necessary, or taken to a reliable repairman.

RUBBER BOOM IS RUNNING RIOT

Speculative Britons Pour Out Money for Development Enterprises—Recalls the Days of Tire Boom.

Where once it went wild over speculation in the shares of pneumatic rubber tire companies, such as Dunlop and others, which were subscribed 20 times over, the British public is now crazy buying stock of concerns either supplying or professing the intention to supply crude rubber, which latter, because of the heavy demands made by the tire manufacturers and the electrical trade, is at present very high in price. Whether the general run of small investors will be so fortunate in the case of the crude rubber shares as they were with the tire shares after the purely speculative boom subsided, remains for the far distant future to tell, but it is certain that the great sums which the public is throwing into rubber development enterprises will stimulate production in that line in much the same way that it did tire manufacture.

In addition to enormous expansion of capitalization for many older and established companies, over fifty new companies have been floated within a short time, representing more than \$35,000,000 in subscriptions. The new companies are capitalized at from \$50,000 to \$2,500,000, with shares ranging from two shillings, or about 50 cents, to £1, or \$5, par, payable in instalments as low as 12 cents each on allotment and 25 cents a month afterward, to meet the appetite of small investors of the sort who are inundating the brokers with such orders as to "buy five rubber shares," without even naming a company preference.

Hardly are the new rubber companies announced before they are over-subscribed. On the day following the public announcement of its stock, a \$265,000 company received applications for more than twenty times its whole stock issue, and the shares were at a premium before their delivery to the subscribers.

The high prices of crude rubber and the representation that the tire and electrical industries are making heavier demands for rubber all the time are used as arguments, though the investors in the majority of cases give evidence of being actuated by purely speculative hopes of jumps in the prices of the shares rather than by careful consideration of the legitimate business future of the enterprises.

"Synthetic" rubber or rubber substitutes likewise have been given great impetus by the high price of the genuine article, and one or two of the British tire manufacturing concerns are represented as building experimental tires of materials of this kind. The Dunlop company, it is stated, has adopted a new elastic material invented by a German engineer, Herr Pfeumer, of Salzburg, for some special types of tire.

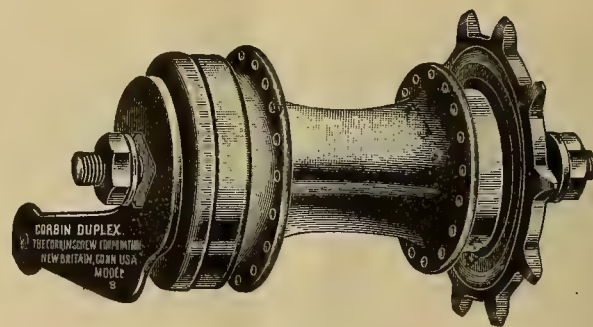
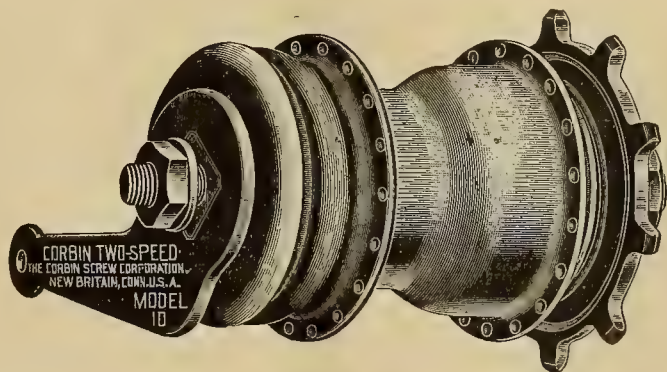
There is

Not One Good Reason

why every bicycle in use should not be fitted with coaster brakes.

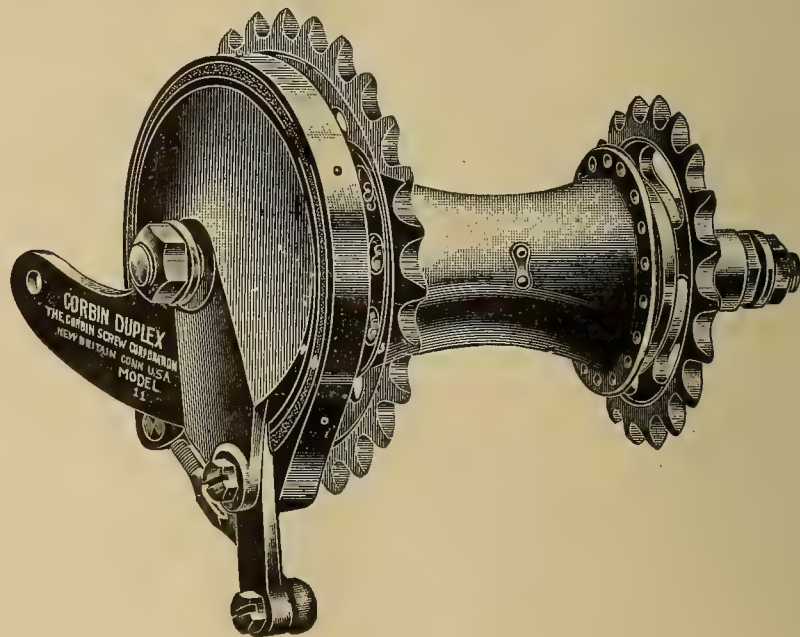
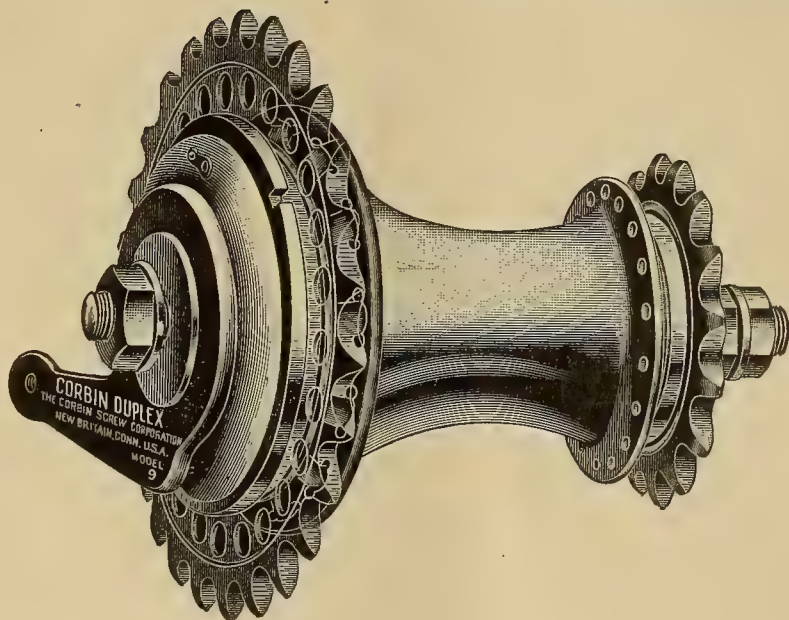
There Is Every Reason

why most of them should be fitted with



Corbin Coaster Brakes

just as most motorcycles in use or to be used are provided with one or the other of these Corbins:



Almost any rider who uses a Corbin will give you the reasons, if you do not already know them.

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

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Address us at P. O. Box 649.

NEW YORK, MARCH 5, 1910.

"Enclosed find \$2 for which kindly renew my subscription for the Bicycling World. I would not like to be without it. I always look forward to it each week."—O. W. Munsell, Carrington, N. D.

The Real Issues that are Involved.

Some men who learned only a few months ago what the initials F. A. M. stood for and whose utterances prove their unfamiliarity with administration of sport, have "turned themselves loose" over what has come to be known as the Greene case. They decry personalities while indulging in them, they criticise while deprecating criticism and they plead for logic while disregarding it in charming fashion. They either cannot or will not see that Greene represents merely a name and that the point involved is of no small importance to the future welfare and orderly administration of F. A. M. affairs.

The psychic who is chairman of the committee involved in the case declares "the whole matter hinges upon the one point" whether Greene knowingly competed against a professional—of which there is no lack of evidence—but when a psychic holds that no man can maintain that he knows what another man knows, it puts an end to argument and should put an end to most of

the laws of evidence. His admission really is sufficient to prove the case against him; but the whole matter does not hinge on anything of the sort. It rests on several points, viz.:

(1) Do the F. A. M. rules mean what they say when they declare that a professional is one who has knowingly competed against a professional.

(2) Do the F. A. M. rules mean what they say when they declare that "no professional shall be reinstated as an amateur except by unanimous vote of the members of the F. A. M. present at a regular meeting, and no application shall be considered from any rider under suspension or charges"?

(3) Do the F. A. M. rules mean what they say when they declare that "the act of competing at an unsanctioned meet shall disqualify without further action of the competition committee, and such disqualification shall remain in effect until removed by formal action of the competition committee"?

If these rules do not mean what they say, there is no room for discussion or dispute, and anything that has been said or may be said is purposeless persiflage. If these rules do mean what they say, the real main point arises:

Is it within the power of any chairman or any other officer or any committee of the organization to violate either the spirit or the letter of these rules or to set them at naught?

If this question is answered in the affirmative, argument ceases. If it is answered in the negative, another and important issue is created, viz.:

Is, or is not there committed a violation of the rule respecting reinstatement, and is not the power which the organization reserves to itself usurped, when a rider—say Greene, for example—who had competed against a professional, and knowingly, in the judgment of one chairman, is declared to be and is published as a professional, is reinstated as an amateur by a subsequent and psychic chairman, who prefers to term the reinstatement an "explanation," or "nullification," and who, to quote his own language, found Greene "undoubtedly listed" as a professional? Wherein does such "explanation" or "nullification" differ from reinstatement? It is a distinction utterly without a difference.

If it be held that Greene, for instance, never was a professional because he was not "properly labeled" or was not served with a personal notice, then it follows that the F. A. M. recognizes, and must recog-

nize, as amateurs James J. Jeffries, Jack Johnson, Battling Nelson, Dorando, St. Yves and all other well-known professional pugilists and runners; for as Mr. James E. Sullivan, the life-long secretary of the Amateur Athletic Union, recently pointed out, Jeffries—and of course the others—never has been declared or served with notice that he is a professional. It scarcely is possible that even the illogical pleaders for logic will dispute the reasoning of this statement.

Jeffries, as Mr. Sullivan stated, would receive his notice and his "label" from the A. A. U. when he applied for a registration card; and Greene or any other professional motorcyclist would have received similar notice when similarly he applied to the F. A. M. There is nothing new in this procedure. It is regular and logical and usual in all sports-governing bodies and is well known to all save the uninformed and inexperienced.

Some men are so thin skinned and possessed of such sensitive souls, that plain statements of fact give them affront and are considered personalities; but so far as the real issue in the Greene case is concerned, the names involved might as well be Sauerkraut and Limberger as anything else. The names, comparatively, are mere nothings. For if it is decided that rules do not mean what they say and that they may be "nullified" or "explained away" and the powers of the national body be usurped by any official or any committee that sees fit to do so, there are some sorry days in store for the F. A. M., which every real and not merely passing friend of the organization will seek to avert, even at the cost of some present unpleasantry. The criticism of the Bicycling World already has resulted in a new bylaw, which seeks to prevent that sort of thing; but other safeguards are desirable. The F. A. M. deserves to live long and to prosper, but years will bring changes of officials, and when an official seeks to evade or defy either the letter or the spirit of a law, he can find no greater strength than lies in an approved precedent. No such future official of the F. A. M. could ask for greater justification than is given by the procedure in the Greene case. For all law is very largely founded on precedent.

"Please renew my subscription for the Bicycling World for 1910. I have taken it for a number of years and like it better each succeeding year."—Ralph Derbyshire, Fall River, Mass.

FLOOD ENGLAND WITH FAKE CYCLES

Bold and Unscrupulous Concerns Assemble Imitations of Reputable Machines from Old Junk—A Startling Case.

The English bicycle trade certainly has its difficulties. As though the weather and auction sales were not sufficient trouble, the country now is being flooded with faked bicycles, or, in plainer words, machines built

to buy all kinds of odd parts. These buyers never put their signature to any kind of documents which might in future incriminate them. The usual method of signing receipts for job lots of parts was by making a cross, which could be repudiated in case of trouble. When the parts have been accumulated they are assembled into bicycles and are then dispatched to distributing centers in London, Glasgow and Belfast.

Pawnbrokers even have been "stung," for it is said that the machines bear the ap-

he tried the bicycle the rear tire went flat. As the tire would not hold wind, the purchaser took it to a dealer, and the cat was out of the bag. The bicycle, which had been sold as brand new, bore the mark of a reputable and well known Birmingham manufacturer. On one side was a 7-inch crank and on the other side a 6-inch crank. One of the pedals was screwed in; the other fitted so badly that it could not be screwed in. The bearings were old. On the tires were new covers—nameless, for obvious

STORES OF WHICH THEIR OWNERS ARE PROUD.

(II) J. W. RUFF, DALLAS, TEXAS; AGENT FOR PIERCE AND TRIBUNE BICYCLES AND INDIAN AND HARLEY-DAVIDSON MOTORCYCLES.



up of a conglomeration of parts, some of which are ill-fitting, and which are varnished up to represent \$50 bicycles. And, to add insult to injury, it is stated that one concern has had the effrontery to put the name plate of a responsible maker upon the junk which it has assembled and to dispose of it as bona fide goods. The most flagrant violations have been reported in Birmingham, and an investigation has been made regarding the operations of this concern with a view of taking legal procedure against it.

The modus operandi of the Birmingham concern which sells faked machines unblushingly as new ones is interesting. The concern employs a number of men, it is stated,

pearance of being such good vehicles that the pawnbrokers are willing to lend \$10 on what appears a \$50 machine. The pawn-tickets eventually are sold to individual customers, who are gulled by the prospect of obtaining a first class bicycle cheap.

Another way of disposing of these machines is to advertise them from a private house as something which the owner, for personal reasons, wishes to dispose of at a great sacrifice. Also a lot of them are disposed of at auction.

Were it not serious from a business point of view the case of one machine which came under the notice of the investigator would be funny. The machine was bought for a little less than \$20, and the very first time

reasons—but the inner tube of the rear wheel contained 21 patches, and there also were numerous patches on the front tube. The handlebar was made with one system for adjustment, but it did not fit, so a rivet had been put through it, and the handle was fixed without any adjustment. The hubs were old and the dustcap was omitted entirely, while the ball bearings were visible at the front and back wheels. There was no lubrication on the machine and the holes through which oil should be put were stopped up. The chain wheel and the free wheel were odd, one being for a 3-16 inch chain and the other for a 1/8 inch chain. The brakes were unsafe and the tubing could be broken across the knee.

MOTORCYCLE CLUBS TO CO-OPERATE

Metropolitan Association Completes Organization and Will Test Some New Plans—Guterman President.

The Metropolitan Association of Motorcycle Clubs practically completed its organization on Friday evening of last week, when the following officers were elected: President, L. H. Guterman, Harlem M. C.; vice-president, H. C. Page, New Jersey M. C.; treasurer, J. N. Constant, Linden M. C.; recording secretary, Milton Levy, Harlem M. C.; financial secretary, Arthur C. Klages, Long Island M. C.; board of governors, R. S. Morton, New York M. C.; J. P. Thornley, New York M. C.

The election was an animated one, there being contests for both the presidency and vice-presidency. R. S. Morton, of the New York M. C., who had been chosen temporary president, and who was one of the moving spirits in bringing the clubs together, was nominated for both of these offices, but the newer clubs unexpectedly ran away from the older one and had everything their own way.

Constitution and by-laws were adopted, subject to ratification by the several clubs in the association. They are quite radical in many of their provisions. Among other things they impose an initiation fee of \$50, with a view of discouraging the formation of small clubs and of inducing riders to join the existing organizations.

The regulations also provide that each club shall pay into the association treasury 10 per cent. of its profits on any event which it may conduct, which sum will be divided among the various clubs at the end of each year. A strong effort to prevent conflicting events also will be made, the more desirable dates being apportioned among the various clubs in the organization.

Promotion of joint runs of all clubs is made a leading feature of the by-laws. Each club in turn is enjoined to promote a run on successive Sundays in which all of the other clubs are expected to join.

Syracuse to Bid for F. A. M. Meet.

The report printed in Indianapolis that the local club purposed bidding for the F. A. M. 1910 national meet proves to have had only the vaguest foundation. As Indianapolis had last year's meet, most of the clubmen, at least, realize that its "turn" will hardly come again for some years.

Syracuse, N. Y., however, has entered the field, the Syracuse Motorcycle Club having last week voted to extend an invitation to the F. A. M. to meet there and appointed a committee to confer with the mayor and the Chamber of Commerce with a view of obtaining their assistance. There also is a report that a New Jersey club contemplates bidding for the meet. Meanwhile the Springfield (Mass.) Motorcycle Club is, the

only organization that actually has filed a formal application for the meet; it was filed at the annual meeting in Indianapolis last August and as Springfield's bid since has been regularly indorsed by the Eastern District of the F. A. M., it possesses that advantage at least.

Oregon Club Chooses New Officers.

Having reorganized and leased club rooms the Portland (Ore.) Motorcycle Club last week elected new officers and announced that it would hold a big race meet on Decoration Day at the Country Club track. The meet will consist of 12 or 15 events, with a 25 miles free-for-all as the stellar race. The racing committee is composed of F. C. Jackson, F. J. Wyatt and W. P. Brush. The new officers are: President, Lee T. Dean;



OFFICERS PORTLAND MOTORCYCLE CLUB

vice-president, Charles S. Dyde; secretary-treasurer, Herbert H. Hussock; press agent, Fred Nowotny; directors, the officers, P. L. Abbott and E. H. Stone.

St. Louisans Re-elect Goodrich President.

At the annual election of the St. Louis Motorcycle Club, held last week, W. Goodrich was re-elected president for the second term. Albert Voight was chosen vice-president, Emil Wenhoefer secretary, B. C. Hopkins treasurer, Tim Bahnsen captain, Robert Orr lieutenant, and Jerry Tyler sergeant-at-arms. Hayward Thompson will attend to the press work. The membership of the club is increasing so rapidly that club rooms have been secured and will be "warmed" on April 1st. Two pool tables, a library and a piano will afford entertainment during off-saddle hours.

New York Club Selects Its Dates.

The New York Motorcycle Club will make another effort to promote and conduct quarterly trials, and having in mind the lamentable fiasco which attended its first undertaking of the sort it expects to profit by the experience gained. Dates already have been set for the four trials as follows: Sunday, March 4th; Sunday, June 12th; Sunday, September 11th; and Tuesday, November 8th. It also has fixed its annual open hill climbing contest for August 6, and likewise has scheduled a non-stop economy run for October 14th.

DUTCH GLOBE-GIRDLER BOBS UP

Unheralded, He Appears in Massachusetts and Acquires a Motorcycle—Spins the Old Familiar Yarn.

Gottfried Rodrigues, who says he is a newspaper man from Holland, is the latest claimant for globe girdling honors, via the "dead broke" route. Rodrigues landed in Brockton, Mass., last week and told such a touching tale that he immediately was presented with a motorcycle, upon which he says he will proceed on his trip around the world.

According to the information at hand, Rodrigues left Holland 12 months ago and set out to criss-cross the world without a cent, earning his way as he proceeded. He has walked and ridden considerably upon the continent, and says he spent two weeks in jail in Constantinople for obstructing the traffic.

While in Brockton, Rodrigues received the 12th pair of wooden shoes since he left his native country. They look very cumbersome, but Rodrigues says he prefers them to leather boots. As there are a number of shoe factories in Brockton it is not surprising that Rodrigues created a sensation when he rode through the streets of the town on a motorcycle, his feet incased in a cumbersome pair of real Dutch wooden shoes.

As nearly all globe girdlers usually tell some tall tale in which a big wager is the pivot for swinging the reason for the trip, it follows that Rodrigues has a yarn of the sort to spin. He says his trip is being made for no less a sum than \$12,000, which he declares has been promised by the editor of his paper, the Amsterdam Telegraph. Rodrigues claims to be a crack bicycle rider, and stated to a Brockton reporter that he twice won the unidentified 175 miles race between Portsmouth and Dover, in England, and that he has competed successfully in Holland.

Bokemeyer Heads Carroll Cyclers.

The Carroll Cyclers, of Baltimore, Md., have elected the following officers for the present year: President, Charles H. Bokemeyer; vice-president, Claude H. Briggs; secretary, Albert H. Hyland; treasurer, J. Charles Hossfeld; sergeant-at-arms, Louis H. Goldberg; captain, Charles H. Bokemeyer; color-bearer, Claude H. Briggs; first lieutenant, Harry A. Franklin; second lieutenant, John F. Ruhl.

For Motorcycle Racing in Denver.

Motorcycle track racing will be revived in Denver, Col., according to reports from that city. Thomas McDonnell, a well known sportsman of Denver, has leased the Broadway park for the season and will repair the track for motorcycle racing. The track measures 18 laps to 5 miles.

SKI FITTINGS FOR USE ON SNOW

French Gendarme Finds a Successful Way of Applying Them to His Bicycle—
Low Gearing Employed.

Numerous "ice bicycles" have made their appearance from time to time, but very few of them have been capable of use on snow, because of the comparative softness of the latter. An enterprising French gendarme, however, has provided a ski equipment for his bicycle which gives plenty of bearing surface on the snow and permits the machine to glide over the surface in rapid fashion. His outfit has one ski or broad wooden

runner attached to the front wheel and one on either side of the rear wheel, the tire of which is equipped with a number of flat pieces of wood securely strapped there-to in order to form traction cups or projections. As shown by the accompanying illustration the rear wheel has been fitted with a sprocket as large as that at the crank hanger in order to reduce the gear ratio and have plenty of power when it is necessary to push the machine over rough places. The inventor appeared with his machine at the motor sleigh races which were held in the neighborhood of Annecy, in the Savoy, France, on January 31, under the auspices of the Touring Club of France, and was quite as successful in speeding over the snow as were the entrants with elaborate motor propelled devices.



SNOW BICYCLE EQUIPPED WITH SKI RUNNERS

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Cycle Squad Effective in Detroit.

Originally created for curbing cycle "scorchers" who violated the speed laws and endangered other riders and pedestrians, the police cycle squad of Detroit, Mich., has grown to be an important feature of the city's police system and is now de-

pendent upon for much of the important work which formerly required patrol wagon service. No less than 1,367 calls were responded to by Detroit's "flying squadron" during the month of February alone, and in that time the bicycle and motorcycle patrolmen made 194 arrests. The report for one station, Scotten avenue, which is typical of them all, shows the value of the squadron in answering trouble calls where a single officer is needed. Members of the squadron attached to that station responded to 78 calls, the majority of which were for disturbances in dwellings. The officers settled 25 of these in the homes and made only eight arrests in other domiciles where trouble broke out. Eight fire alarms were responded to by the same officers. In fact,

When Hillier Looked Like the Devil.

They tell a good story of G. Lacy Hillier, the once famous English crack who, in his young days, even before the year 1881, was a more than passable actor. One time he was staying at a country house and was booked to perform at an entertainment some miles distant. He found there was no means of communication save a ramshackle old wooden bicycle belonging to the son of his host. Time pressed; he donned his costume of red with horned cap and forked tail—for he was to portray the character of Mephistopheles—and started to ride there. En route his lamp went out, and in the excitement he forgot his costume. Striding into a village public house, he said, in deep guttural tones: "A light, please!" The place was crowded with locals. With yells of horror, they shouted "The Devil!" and fled. Hillier lit his lamp and departed, but it is still a legend of the place how the devil one night came to Blanktown.

HEAGREN TO MANAGE SALT PALACE

Will Have Full Charge for the Coming Season—Announces Plans to Distribute \$20,000 in Racing Prizes.

After many weeks of conjecture, 57 varieties of rumors, and more announcements than at the beginning of any previous season in the history of the track, a manager finally has been chosen for the Salt Palace saucer at Salt Lake City. The new manager, or rather the manager for the season of 1910, will be Harry Heagren, who has successfully managed the track upon four previous occasions.

The announcement was made early this week following a short conference between Francis Heath, who controls the largest interest in the track, and Heagren. A contract was soon signed whereby Heagren will have full charge of the bicycle racing affairs in Salt Lake City for another season.

Owing to the fact that Heath had been endeavoring to secure another manager for the track the news of Heagren's reappointment came as a big surprise. Heagren was manager of the Salt Lake Palace saucer in 1904, 1905, the latter part of 1908 and 1909. Under his management bicycle racing in Utah flourished. Early this year, however, Heagren gave out the news that Heath and he had been unable to agree to terms and that he would not again manage the track unless he secured his price. Heagren was firm in this matter and Heath made a flying trip to New York City to investigate the conditions here.

What Heath learned in New York City evidently did not please him. Although the Newark six days race was in progress Heath did not go near Newark, but remained in New York City and sent for Iver Lawson and Ernest A. Pye to come to this city and confer with him. John M. Chapman, who is to manage the new eastern circuit, and who has made arrangements to bring to this country several foreign cracks, had expected Heath to confer with him, and consequently was greatly surprised when the Salt Lake man made no effort to do so.

Heath returned to Salt Lake City without once having conferred with the eastern promoters, but had Pye attempt to sign riders for Salt Lake City. Immediately after the Newark race Pye returned to Salt Lake City and attempted to secure the management for himself. He was only one of a half dozen men after the same job. Heath discovered that he was all "at sea," and then came a conference with Heagren, when he agreed to the latter's terms.

Heagren announces that the opening date will be May 30th, as in former years, and that he will give \$20,000 to the bicycle riders this season. Last year \$17,000 was paid to riders. The track is in fine condition and needs little repair, which will be attended to at once.

STEAL A LAP ON THE VETERANS

"Kid" Teams of Stein and De Mara, and Hill and Drobach, Spring Sensational Surprise in Buffalo Six Days.

Buffalo, N. Y., March 5 (by telegraph).—With today's instalment of ten hours bringing the six days race to a close there may be a sensational shakeup of the teams, but no matter what occurs there can be no greater surprise than was occasioned on Thursday, the fourth day, when the kid teams of De Mara and Stein, and Hill and Drobach lapped the field, including such veteran riders as Kramer, Fogler, Lawson, Moran, Root, the Bedells, Wiley, Mitten and Vanoni. The coup of those two teams has been the sensation of the race, and because of it considerable ill-feeling has been engendered between the riders.

It all came about because of the alleged unpopularity of Walter De Mara with the other riders, which arose out of his ill-feeling against Iver Lawson and the ensuing law suit in the Newark court, which has been detailed in the *Bicycling World*. When Fogler first signed up riders for the Buffalo promoters De Mara affixed his name to the agreement. Later some of the other riders, who took Lawson's side in the De Mara-Lawson matter, told Fogler that they would not ride in the Buffalo race if De Mara was permitted to compete. Fogler attempted to get De Mara to withdraw. The latter refused, however, and it freely was predicted that he would have trouble in the race. The feeling of those riders who opposed De Mara can be imagined when he and his partner, together with Hill and Drobach, made them appear as novices by lapping them.

The result of the great coup by De Mara and Stein and Hill and Drobach on Thursday was a lot of wild riding yesterday (Friday). In one wild ride and consequent spill Kramer and Moran were nearly forced over the bank, and several times during the day spills occurred which nearly resulted disastrously for some of the unfortunate tumbler. The ill feeling between the riders, which in this instance is of the genuine sort, at any rate, has had the effect of materially increasing the attendance, as a crowd of 5,000 people were in the building when the fifth day's racing came to a close last night.

With the exception of the rough riding the feature of yesterday's instalment of ten hours was the lap steal of the Bedell brothers, which, however, lacked the brilliance of Thursday's steal by the other two teams, for the reason that the Bedells were assisted in their attempt by a stall of the field. Other attempts were made by riders in the second division, through the same tactics, but only the Bedells were successful in placing themselves even with the two leading teams. West and Vanoni made a genuine attempt to gain a lap and were within 50 yards of

obtaining it when a puncture to Hill's tire rendered the attempt useless.

In the final mile sprint for the extra prize of \$100 Patrick Hehir defeated Joe Fogler. De Mara also tried for the prize, but the best he could do was to finish third. The race will come to a close at midnight today (Saturday). The score at the ending of 50 hours was as follows:

De Mara-Stein; Hill-Drobach and Bedell-Bedell tied with 1,134 miles 6 laps; Kramer-Fogler, Vanoni-West, Root-Hehir, Moran-Lawson, Mitten-Cameron and Wiley-West tied with 1,134 miles 5 laps; Bardgett-Jones, 1,134 miles 4 laps.

First Day—Monday.

If the 10 laps track that has been erected in the Broadway Arsenal, Buffalo, N. Y., measures full 176 yards to the lap, then the 10 hours a day six days race which started in that city Monday afternoon last, February 28th, and which will end tonight (Saturday), resulted in a new world's records for some of the hours of the first day's racing. Not only that, but two teams of the eleven starters lost a lap each. As compared with other instalment six days races the first day of the Buffalo grind was more interesting than the corresponding periods of previous affairs.

Buffalo's mayor—Louis P. Fuhrmann—who is a bicycle "fan" of the breeziest sort, fired the starting pistol at 2 o'clock that sent Kramer, Lawson, John Bedell, Drobach, Bardgett, Ben Hill, Jones, West, Lawrence, Root, Mitten and De Mara away for their respective teams. The teams represented were Frank L. Kramer, East Orange, N. J., and Joe Fogler, Brooklyn; Iver Lawson, Salt Lake City, and James F. Moran, Chelsea, Mass.; John Bedell and Menus Bedell, Newark, N. J.; Fred Hill, Boston and Peter Drobach, South Boston; Charles Vanoni, New York City, and Fred G. West, San Francisco; Percy Lawrence, San Francisco, and George Wiley, Syracuse; Edward F. Root, Melrose, Mass., and Patrick Hehir, Australia; George Guthrie Cameron, New York City, and Worthington Longfellow Mitten, Davenport, Iowa; Walter De Mara, San Francisco, and Charles Stein, Brooklyn; Saxon Williams and Walter A. Bardgett, Buffalo; Ben Hill, Newark, and Fred Jones, Passaic, N. J.

At the ending of the first hour Bardgett led, the score for the entire field being 25 miles 1 lap, which is four laps behind the record made by Anderson and Vanoni in the New York six days race of 1908. Drobach headed the field at the ending of the second hour, the score being 50 miles 5 laps, which is four laps better than the world's record of Lafourcade and Faber, made in New York in 1908. From then until the finish of the day's riding every hour record was broken, and if the track is found to be the full distance the marks made in the Buffalo race will replace the figures made in New York grinds. From ten hours upwards, however, no records can be counted, because of the rest allowed the

riders. The records for the first ten hours are as follows:

Hour.	Team.	Miles.	Previous Record.
1	Bardgett-Williams	25.1	25.5
2	Drobach-F. Hill	50.5	50.1
3	Stein-De Mara	75.3	73.3
4	Drobach-F. Hill	100.0	96.8
5	Bardgett-Williams	124.5	119.9
6	Vanoni-West	149.5	141.2
7	Lawrence-Wiley	173.5	163.5
8	Root-Hehir	197.7	185.4
9	Mitten-Cameron	220.1	206.5
10	Stein-De Mara	243.3	227.7

From the foregoing it will be seen that the pace was remarkably even throughout the entire first day, and not alone that, but it was remarkably fast, the previous ten hours record being broken by more than 15½ miles. The distance covered each hour was as follows: First, 25.1 miles; second, 25.4 miles; third, 24.8 miles; fourth, 24.7 miles; fifth, 24.5 miles; sixth 25 miles; seventh, 24 miles; eighth, 24.2 miles; ninth, 22.4 miles; tenth, 23.2 miles. The crowd was large for the first day, ranging from about 700 spectators in the afternoon, to 1,500 in the evening.

Although there were several sprints during the afternoon and evening, the one that brought disaster to two of the teams was started by De Mara a few minutes after 9 o'clock. Just before this Saxon Williams had suffered a bad fall, carrying away a part of the outer rail. Ben Hill also had fallen. The bell had no sooner rung, signifying that Bardgett and Jones, the respective team mates of Williams and B. Hill were on the track than De Mara started a terrific sprint. Fogler took up the running, with De Mara and Moran alternating in the pace. The field was well strung out during the few minutes the sprint lasted, and when it was over the scorers announced that the teams of Bardgett-Williams and B. Hill-Jones had dropped one lap behind the field. Bardgett protested, saying that he had a soft tire, and that he had held up his hand, but the referee refused to allow the kick.

The final sprint, with additional money to the winners, was in the nature of an eye-opener to some of the veterans, for little Stein muzzled Fogler's "goat." Fogler was leading a few laps from the finish, thinking no one would have the temerity to dare pass him, when Stein jumped. Not only did he jump, but he went around Fogler and the others so fast, that the big Brooklynite looked dazed. Stein won easily, with Hehir second, while Fogler recovered his composure in time to snatch third money. The score at the ending of 10 hours—the first day's riding—was 243 miles 3 laps for all the teams except Bardgett-Williams and B. Hill-Jones.

Second Day—Tuesday.

With ten of the original eleven teams that started still in the running the second day's instalment of the six days race came to a close at midnight Tuesday, without any sensational incidents. During the ten hours riding the field covered 230 miles 6 laps, an

average of more than 23 miles an hour, which is unusually fast going. Because of the killing pace that the riders maintained for the first two days two of the contestants decided they had enough and withdrew, their partners forming a new team. Benjamin Franklin Hill and Saxon Williams were the men who quit, and as they already were one lap behind the field, Fred Jones and Walter Bardgett formed a new team, without loss of distance.

At 2 o'clock in the afternoon, when the teams were started on their second installment of the race, there were more than 800 people in the building, and in the afternoon and evening the attendance ran between 1,500 and 2,000—an indication of the increasing interest in the race.

During the afternoon sprints by Moran and De Mara brightened up things generally. Between 9 and 10 o'clock Bardgett and Jones made a determined effort to regain their lost lap and place themselves even with the field, but eventually the field overhauled them. Instead of resting when the field slowed, Hehir jumped and gained a half lap in less time than it takes to tell. Root came on to relieve Hehir, when De Mara, about to replace Stein, interfered with Root and Hehir's brilliant steal was rendered useless. Mitten and Cameron, Lawrence and Wiley, and Drobach and Hill also started jumps without success.

The hourly score during the day, and the leader, was as follows: First, 266 miles 8 laps, Vanoni; second, 289 miles 1 lap, Vanoni; third, 312 miles 1 lap, Vanoni; fourth, 334 miles 6 laps, De Mara; fifth, 358 miles 3 laps, Vanoni; sixth, 381 miles 2 laps, Vanoni; seventh, 405 miles 1 lap, Vanoni; eighth, 428 miles 5 laps, Vanoni; ninth 452 miles 1 lap, Vanoni; tenth, 473 miles 9 laps, Fogler.

As usual the closing sprint at night was interesting, but unlike Monday night, Fogler was on his guard and did not allow himself to be jumped by Stein. It was again Fogler and Stein for the finish, however, but Fogler won by a foot, with Lawrence, Drobach and Root bunched closely behind in the order named.

Third Day—Wednesday.

Although no laps were lost or gained on Wednesday, the third day of the race, there were sufficient exciting sprints during the afternoon and evening to give Buffalo's fans all they wanted in the way of nerve-thrills. The longest and hardest sprint came a little after 9 o'clock, and that no teams were lapped is due to the way they have been matched for the Buffalo grind.

It started when Kramer punctured a tire and Fogler came on to relieve him. The bell had rung prematurely and Moran, seeing that Fogler had not regained the field, immediately began a heart-breaking sprint, which was taken up by John Bedell. Dai H. Lewis, the referee, seeing that Fogler had not had a chance to get even with the field before the sprint started, ruled that he should not lose any laps, and allowed him

time to get in line. The riders were a bit nettled and as soon as Fogler was declared in line Hehir made a mighty jump and gained a half dozen lengths. Hehir went so fast that it was impossible for Root to pick him up. Hehir was determined to go it alone, and if every remaining team had not changed the relief the Australian might have scored a lap. After a long sprint, however, Kramer, Stein and Lawrence closed the gap and then the others came puffing up.

The pace was fast all afternoon and evening, and with the exception of the last hour Vanoni led every time the hour score was posted. At one time he set a sizzling pace for 45 minutes and earned a host of friends. The score by hours was as follows: First, 497 miles 7 laps; second, 520 miles 6 laps; third, 544 miles; fourth, 567 miles 4 laps; fifth, 589 miles 9 laps; sixth, 613 miles 2 laps; seventh, 635 miles 5 laps; eighth, 660 miles; ninth, 681 miles 7 laps; tenth, 703 miles 9 laps. During the ten hours of riding the field covered 230 miles, an average of 23 miles per hour. At the ending of the 30th hour all the teams were tied with 703 miles 9 laps, with the exception of the Bardgett-Jones combination, which was one lap behind.

During the evening Bardgett and Jones several times made attempts to regain their lost distance, but the other riders were too watchful to permit a successful lap-steal. The persistent efforts of the Buffalonian and his New Jersey partner struck the fancy of the crowd, however, and resulted in increased attendance. Bardgett is a popular rider and the crowd sympathized with him for having lost a lap the first day through no fault of his own.

Bardgett's admirers had a chance to cheer when he won the final mile sprint and the \$100 prize that went with the victory. When the bell clanged for the last ten laps De Mara, Fogler and Lawson, who were tired, slowed up, but the remainder of the field sprinted all the way. West was in front of Drobach at the last turn, when Bardgett jumped and passed both riders in a splendid sprint, winning from West by a length. Drobach finished third, Lawrence fourth and Mitten fifth.

Fourth Day—Thursday.

In nearly all previous six days races the "big doings" have occurred on the fourth day—Thursday. So it was in the Buffalo race. The chef d'oeuvre occurred a few minutes before 11 o'clock when De Mara and Drobach, catching the field napping, suddenly jumped and detached themselves from the group. Before the stragglers could get the pace going De Mara and Drobach had sighted the tail-enders and a few seconds later had gotten to within 30 yards of them. The scene that followed rivaled any of the wildest jams that ever occurred in Madison Square Garden. Reliefs occurred every minute and at one time all twenty riders were on the track. Sprint as hard as they could, however, De Mara and

Drobach could not reach the bunch and they were fairly staggering on their bicycles when Stein and Hill came on to relieve their partners.

Fresh as unplucked field daisies Hill and Stein rode like mad and while the crowd was yelling itself hoarse the youngsters closed the gap and the lap was won for the two teams. To add to the excitement, just as the lap was gained a small boy eluded the vigilance of the track officials and ran across the track directly in front of Percy Lawrence. Both Lawrence and the boy were badly shaken up, though neither was damaged enough to go to the hospital.

After it became certain that the lap had been gained the other riders streaked it around the ten laps saucer track as though they were in a mile sprint race. The idea was to tire out the two leading teams, but the effort was not successful, and finally the pacemakers, tired out themselves, and the field settled down to a steady jog. No sooner had they done so, however, than Menus Bedell jumped and like a rocket soared around the banks. He managed to gain a lap unassisted, but it was not allowed as only nine men were on the track at the time. Bedell did not know that, but the other riders did, which explained their apathy to the former Long Islander's well meant effort.

The first wild sprint of the afternoon occurred about 4 o'clock. De Mara and Hill had made several attempts to gain laps, but apparently were only trying out the field. Then after jockeying a bit for position Drobach, who is Hill's partner, suddenly caught the field napping and let go. Stein was with him and after Drobach sprinted for a half mile Stein took up the pace. Hill thereupon relieved Drobach and a little later De Mara picked up Stein, at a time when the pair had a full half lap on the field. So well sustained was the sprint that it looked certain the lap would be gained, when a hurry call was sent for Kramer. Kramer hurriedly mounted his bicycle, relieved Fogler, and then he streaked it as only Kramer can. It is certain that Buffalo race goers never saw such an exhibition of speed before. Lap after lap Kramer kicked the pedals and with each succeeding lap the distance between the field and the flyaways shortened. After two miles the gap was closed.

At the hour scores, Vanoni led three times, West, Hill and De Mara twice each, and Drobach once. The mileage covered during the 10 hours was 220.3, an average of slightly over 22 miles an hour, which is phenomenal riding in such a race.

The final mile sprint was exciting. Hehir outsprinted De Mara for the additional cash, while Vanoni came up a strong third. The standing of the teams at the ending of the 40th hour was as follows:

Hill-Drobach, De Mara-Stein, tied with 924 miles 1 lap; Kramer-Fogler, Lawson-Moran, Bedell-Bedell, Vanoni-West, Lawrence-Wiley, Root-Hehir, and Cameron-Mitten, tied with 924 miles; Bardgett-Jones, 923 miles 9 laps.

KRAMER ONCE MORE TRIMS LAWSON

Does It in a Buffalo Armory, but Lawson Makes Fine Fight—Moran, Hehir and Tanner Also Score.

For the second time within a month Frank L. Kramer defeated Iver Lawson in a match race at the Broadway Arsenal, Buffalo, N. Y., Friday night last, February 25th, at the curtain-raising meet of the installment plan six days race, which is in progress in that city this week. A crowd estimated at 2,000 agreed that the match and the other sprint races were the most exciting that have been seen in Buffalo for many years.

The Kramer-Lawson match was the big event on the bill and Lawson rode much better than in the match at Newark, N. J., the early part of the month, when Kramer defeated him rather easily in two straight heats. The reason is evident. Lawson, whose real name, by the way, is Gustafson, is a native of Buffalo, and although he now claims Salt Lake City as his home, the former world's champion was anxious to show the playmates of his youth just how well he can ride a bicycle. Although he had to acknowledge defeat, it was no disgrace, as Kramer's victory was by a close margin.

The first heat of the match went for one-half mile. Kramer sprinted for the last two laps, and Lawson could not get around, although he made a pretty effort. Lawson did better at the mile, which was the length of the next heat. Taking the lead in the sixth lap, the former Buffalonian jumped so powerfully that he shook Kramer off his rear wheel. The East Orangeman tried his best, but the nearest he could get to Lawson was to lap his rear wheel at the tape. Lawson won the toss for the third and final heat and chose the half mile distance. Kramer went right out from the crack of the pistol and held Lawson off until the last lap. In this Lawson made a brilliant effort and might have passed Kramer had the tape been three yards further. The finish was so close that every person in the big building was standing on the seats yelling like an Iroquois Indian. Kramer won by a couple of inches.

Buffalo's amateurs had their first try at a banked track since the days of Athletic field, and they performed creditably despite the fact that the turns worried some of the "simon pures" not a little. The five miles open was run in preliminary two miles heats and these passed off without incident. A bad spill, however, spoiled what would have been a bonzer finish in the final. After jockeying for four miles, during which time the positions changed often, Schieder went to the front, followed by Schudt and Delling. Little Krushel seemed to have difficulty in negotiating the turns and wobbled so that his front wheel struck the rear of

Delling's, and in a moment Krushel, Schieder, Schudt and Delling hit the boards with a crash. Schudt's nose was broken and the others were somewhat shaken up. John Tanner won the race with E. Arenz second, while Schieder, who fell, gathered up his bicycle and ran across the tape in time to secure third prize.

With Lawson and Kramer absent from the professional open races Joe Fogler was the favorite, but mishaps put him outside the money in both the five miles open and the mile handicap. Fogler started from scratch in the mile handicap and after riding two laps like a young automobile, his chain snapped. Moran won the race after a great sprint, with Hehir second, Hill third and Drobach fourth.

With special mile prizes and a purse for the leader of most laps, the five miles open kept the field moving from start to finish. Charles Stein, of Brooklyn, gathered in the first mile, and Vanoni took the second. The third mile went to Peter Drobach, and Stein was in front at the fourth. Drobach set most of the pace and got the lap prize. In the last lap, Hehir, who had been riding close to the pace maker all the way, jumped and with John Bedell on, set sail for home. Menus Bedell crossed third, with Moran a foot behind him. The summaries:

Five miles amateur (preliminary heats two miles)—First heat won by Al Krushel; second, John Tanner; third, T. P. Hitchcock. Time, 4:37. Second heat won by Edward Delling; second, Fred Schudt; third, A. Fischer. Time, 4:24½. Third heat won by Joe Tanner; second, A. N. Hare; third, G. Gilbert. Time, 4:50½. Fourth heat won by J. Schieder; second, E. Arenz; third, G. Hctor. Time, 4:29½. Final heat won by John Tanner; second, Arenz; third, Schieder; fourth, Joe Tanner. Time, 11:28½.

Professional match between Frank L. Kramer, East Orange, N. J., and Iver Lawson, Salt Lake City—First heat (one-half mile) won by Kramer. Time, 1:11½. Second heat (one mile) won by Lawson. Time, 2:22½. Third and final heat (one-half mile) won by Kramer. Time, 1:09½.

One mile handicap, professional—First heat won by James F. Moran, Chelsea, Mass. (25); second, Joe. Fogler, Brooklyn (scratch); third, Percy Lawrence, San Francisco (50). Time, 1:54½. Second heat won by Patrick Hehir, Australia (80); second, Fred Hill, Boston (40); third, Charles Stein, Brooklyn (60). Time, 1:55½. Third heat won by Peter Drobach, South Boston (40); second, George G. Cameron, New York City (60); third, Charles Vanoni, New York City (100). Time, 1:51½. Final heat won by Moran; second, Hehir; third, Hill; fourth, Drobach. Time, 1:57½.

Five miles scratch, professional—Won by Patrick Hehir, Australia; second, John Bedell, Newark, N. J.; third, Menus Bedell, Newark, N. J.; fourth, James Moran, Chelsea, Mass. Time, 10:26. Mile prize winners—First, Stein; second, Vanoni; third, Drobach; fourth, Stein. Lap prize winner, Drobach.

GAME DESPITE "BATTLE-SCARS"

Though Injured, Buffalo's Bandaged Amateurs do Good Work—Schieder, However, Shows Them Home.

Joseph Schieder, the crack sprinter of the Central Young Men's Christian Association, swept the flat floor of the 74th Regiment Armory very clean in the bicycle races which featured the games held in that building, Buffalo, N. Y., Saturday night last, 26th inst. Schieder put up a great exhibition and won both the two miles lap race and the mile handicap, starting from scratch in the latter event.

With injuries that they received at the banked track races at the Broadway Arsenal the night before the riders presented a sorry sight when they lined up for the events. Delling and Tanner wore several bandages apiece, and Fred Schudt, with bandages on his legs and arms, his nose broken and other facial features contorted, looked pitiful as he gamely started in the different heats and events. Once more Schudt fell, but he got up without receiving any further disablement.

After four thrilling heats Schieder won the two miles lap race with 50 points, Edward Delling missing a tie by only one point. Time, 4:41½. Delling, J. M. Tanner and Schieder were the honor markers to qualify in the trial heats of the mile handicap and in the final Schieder proved his superiority by defeating Delling by a narrow margin, the time being 2:15½.

One of the features of the meet was the parade of the six days teams in uniform. The summaries follow:

Two miles lap—First heat won by E. Arenz, 62 points; second, Al. Krushel, 51 points; third, Fred C. Flach, 28 points. Time, 4:43½. Second heat won by Edward Delling, 54 points; second, R. J. Hoover, 45 points; third, J. M. Tanner, 39 points. Time, 4:40½. Third heat won by Fred Schudt, 60 points; second, L. Brietwieser, 52 points; third, Charles Bowes, 25 points. Time, 4:17½. Fourth heat won by Joseph Schieder, 67 points; second, T. D. Hitchcock, 48 points; third, Alfred Mercer, 38 points. Time, 4:41. Final heat won by Schieder, 50 points; second, Delling, 49 points. Time, 4:41½.

One mile handicap—First heat won by R. J. Hoover (50); second, Charles Bowes (65); third, Edward P. Young (30). Time, 2:16½. Second heat won by Joseph Tanner (40); second, Edward Delling (scratch); third, J. Newland (50). Time, 2:16½. Third heat won by Edward Dethloff (30); second, George Hctor (60); third, William J. Anthony (45). Time, 2:18½. Fourth heat won by Joseph Schieder (scratch); second, Frank P. Scott (50); third, J. M. Tanner (scratch). Time, 2:13½. Final heat won by Schieder; second, Delling; third, Young. Time, 2:15½.

WHAT SCARED THE SCORCHER

He Himself Tells the Story of an Experience that Furthered His Reformation
—Now Believes in Lamps.

"It was in the very early days of my novitiate that the necessity of carrying a lamp was strongly impressed on me in a manner which I never forgot," began the Reformed Scorcher, as the usual Sunday afternoon set which were wont to gather and swap yarns at a well known New York dealer's store lit their weeds and settled back to hear the relation of an incident which happened to the speaker some years ago. "In the period of which I speak," he continued, "there was a clique of four of us who were accustomed to visit an amusement park on the outskirts of a small Connecticut town, at least one evening a week—usually on a Thursday, when there was a special bill including fireworks, amateur vaudeville acts and other extras. Of course, we knew the roads like an open book, and although there was a state law requiring all rubber tired vehicles to carry lights after dark, through lack of enforcement its observance was more honored in the breach than in compliance. We had passed through this particular town after dark on many previous occasions without molestation and none of us ever thought, or felt, as far as I know, that lamps were desirable on this occasion.

"On this particular occasion we stayed at the park until the lights went out, and had a good time. The start for home was made about 11:30 p. m., and we were rolling along at an easy clip and had reached the edge of the town when suddenly a man jumped out in the road and yelled at us to stop. I immediately thought he might be a cop and had in mind to make a break, but I didn't want to desert the others, so we all dismounted, fully expecting to hear that we were under arrest for not carrying lights. However, the man proved to be a friendly citizen, who told us that the order had gone out without warning to the police night squad to bring in every rubber tired vehicle without a light and that several offenders already had been gathered in. He said that an officer had told him that the order was issued particularly with the intention of roping us in, as it had been noticed that we were in the habit of coming through without lights, and they intended to put a stop to our midnight scorchers. He told us that we had better walk through the town or we surely would be caught. We thanked him, and he left us, wishing us luck.

"I immediately proposed that we all mount and make a rush through town at full speed, but the others, who were older than I, declined and said it was better to walk in and learn the situation, at least. So we walked for about half a mile, pushing our machines, and were perspiring quite

freely, when we met an officer and inquired about the sudden resurrection of the lamp law. He said that the chief had remarked that evening to the night squad that that H— crowd had come down again without lamps and to take them in when they were coming home. The bluecoat suggested that we must have been warned, else we would not be walking, and we assented. He remarked that about a dozen persons already had been nabbed, and said it would be necessary for us either to purchase lamps, leave our machines in a garage or walk to the limits of the town, about three miles. Just then one of the party, who had a relative living in the town, suggested that we walk to the garage where his cars were kept, as he thought we there could borrow some oil lamps.

"We soon reached the place, and after our predicament was explained and the garageman hunted around and fished out two small tail lamps with bails, which he let us have. Then it was agreed that the two without lamps, of which I was one, should ride behind those who had lights, and if we were discovered to cut and run. We had gone but half a mile when a bluecoat walked out into the road and, pointing at us two without lights, ordered us to stop. My side partner without a light shot away, but somehow I got stage fright and dismounted. The two with lights also kept going, thinking, I suppose, that I had dashed down a side street. Just as the officer reached out his hand to grasp me I suddenly jumped on the machine, pedalled like mad and was off. He roared at me to stop, threw his club and blew his whistle. The club fell just short of hitting me, but it put a big dent in the tank, which was on the rear, and also in the left stay tube. Fortunately, I knew the town pretty well, and rode down a side street, dismounted and ran the machine in a yard. I feared that the loud noise (I previously had removed the inside of the muffler) would give me away. For about fifteen minutes I stayed under a grape arbor collecting my wits and figuring how I would get home.

"It then was past midnight, but I decided to walk for a while and make for the main road and take a chance on getting past any more cops I might run into. It was a big, heavy machine, and it didn't require a great deal of pushing to make one puff hard. I didn't want to remove the engine chain, for I figured on making a break. Occasionally I met a pedestrian who told me that there were several bluecoats stationed up the road, and mentioned some of the places. After a while I decided to get on and ride and take a chance of getting through, rather than push the machine any further. By this time I was dripping with perspiration, and supposed that my companions had reached home long ago. I had not ridden more than half a mile and was tearing along at full speed when a man ran out in the road and yelled for me to stop. I saw he was an officer, and slowed down and thought I was done for this time

sure. I shut off power and made an effort to stop and said "All right," but as soon as I found myself past him I opened up again and lay over the bars. I couldn't hear what he said, but I expected to feel a bullet tickling me at any moment.

"By this time my heart was working about as fast as the engine and I was so exhausted I hardly could sit on the machine. However, I decided to stop for nothing thereafter, and soon was out of the town limits. It seems that my companions had waited for me at the top of a hill, wondering why I did not come along, and they just were contemplating going back to see if I had been nabbed. My only thought now was to reach home, and I was riding head down with everything wide open. As I came rushing up a hill I heard shouts and, looking up, saw someone waving a light. I thought sure it was more cops, and bent lower and jammed the spark a little further down. As I passed them I heard yells, but could not distinguish the sounds, on account of the roar of the machine, which could be heard a mile away, and I didn't look up to see who it might be. I rushed by and kept on until I reached home, about half an hour later, thoroughly unnerved after the experiences of the night. Well, next day my companions came around and asked me why I didn't stop at the top of the hill when they signalled to me, and then I learned who it was, and that they had waited for me.

"Well, they laughed over it until their sides nearly burst, and I also appreciated the humorous side of the situation then, although I did not on the previous night. I was the butt of that incident for a long time, but I do not think I ever remember a time since I have been motorcycling when I was so thoroughly scared as on that night. The law was enforced for a long time after that, and you bet we never again took our machines out without lights. Today the law is rigidly enforced, and now that I've reformed and have more sense I believe it is a good thing for all and that all vehicles should be required to carry lights for the protection of themselves and other users of the road as well."

"How many were nabbed that night?" asked one of the listeners.

"Well, I looked in the paper next evening," concluded the R. S., "and read that thirty had been bagged and every one of them had been fined; it was only by the merest good fortune that there wasn't thirty-one."

How Wheels Evolved from a Log.

According to one scientific theory the evolution of the wheel was derived from a cave dweller's practice of using logs to roll heavy stones to barricade his subterranean domicile. In time, so the story goes, he discovered that he could move his barriers faster and easier by mounting them on a platform hung on sections of logs—and thus was evolved the first primitive wheeled vehicle.

MYSTERIES OF MUSCLE MASSAGE

How It Assists the Cycle Racer in Acquiring Speed—Its Odd Nomenclature—
Some Practical Directions.

That massage is as necessary to the bicycle racer's physical well being as, indeed, is eating and drinking, and even sleeping, there is not very much reason for doubt, yet how many persons know the first thing concerning this very important art?

"Oh, nearly every trainer," no doubt will be the first thought that enters your mind, "and a great many riders," you may say, as an afterthought, but is this so? No; most emphatically, no! Regardless of what they may imagine, not one person in fifty knows the rudiments of properly massaging the surface muscles, let alone other and more vital portions of the anatomy.

Every professional bicycle rider, in this country, at least, be he ever so humble, has his trainer. He may be employed only for the day of the race, when his work will be to see that the rider's bicycle is in perfect condition, and after a training spin, and the heats of the race, to give him, what is popularly called a "rub down." Even the lesser known amateurs, by the persuasion of a free ticket to the races, can induce a friend or a stray small boy, to enact the role of a "trainer" for the time being. The veritable novice must have his rub down. Why? Because he sees the "pros" having their muscles massaged, and therefore considers it as necessary to speed as the bicycle itself. Beyond that his mind does not fathom, but elementally he is correct in his supposition, for massage is as necessary as training, and neither is effective singly.

Since it is of such prime importance in racing, and as improper massage may do a great deal of harm, there is no reason why every rider should not acquaint himself with the rudiments as applied directly to cycling.

The word "massage" comes from the Greek "masson," meaning to knead. Its uses are manifold, but summed up in a paragraph, its uses to the rider are these: restoration of fatigued muscles to their original power, increasing the energies of muscles by superinduced circulation, increased depth and frequency of respiration, better nutrition of the skin and nervous system, and better health generally.

The nomenclature adopted in the description of the manipulations is that which is generally recognized both in Europe and America; and for all practical purposes it is unnecessary to differentiate more than five manipulations. The names given to these five manipulations are effleurage, petrissage, tapotement, vibration and massage a friction, the two first being employed in general massage, with the addition of the third and fourth in certain cases; the use of the last being confined to local massage, most frequently applied to the larger joints

in cases of sprains. Effleurage consists of gently rubbing the skin, and essentially is a palmar massage. Petrissage, which is the manipulation most frequently employed upon riders, simply means kneading the muscles, and is the system which will be dealt with particularly in this article. Tapotement, means tapping, and should be employed only by experts. Vibration and massage a friction are exactly what the terms signify.

There are a few rules in the administration of local and general massage the observance of which has a practical bearing in the efficacy of the manipulations. The part to be handled must be placed in an attitude of complete repose, with the muscles relaxed and kept in a flaccid state while

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DETROIT

they are undergoing manipulation, as it is useless to attempt massage in a state of contraction. The body should rest in a recumbent position, and only the part immediately under manipulation should be exposed. From three-quarters of an hour to one hour and one-quarter is the time usually required to thoroughly manipulate every part of the body in general corporeal massage, but the writer has seen Kramer's trainer spend more time than this over his charge. In general massage the following order should be observed: (1) Abdomen, (2) chest, (3) arms, (4) back and loins, (5) legs.

The rationale of petrissage, or muscle-kneading, is mechanically to assist the flow of the lymph and blood currents toward the heart, to squeeze out from the tissues, especially from the muscles, the waste products which may have accumulated within them, and therefore it follows that all pressure and manipulation must be exercised in a centripetal direction, beginning from the part of the limb or the attachment of the muscle most remote, and working always toward the central or first attachment of the limb to the trunk or of the muscle to the limb.

In the employment of centripetal pressure the technical detail of most importance to be observed is the maintenance of contact between the balls of the operator's thumb and the little finger, together forming the base of the palm, and the surface of the part under manipulation. None of the movements can be effectually carried out unless the rule of keeping the base of the palm of the hand in close apposition to the skin overlying the muscle is constantly observed and practised. The squeezing of the muscle must be exercised between the palm surface of the adducted fingers and the base of the hand, and not between the fingers and thumb (as in pinching) as so many persons are prone to do. Pressure should not be exercised at right angles to the course of the muscular fibers or to the surface of the muscle, as it would have little value in aiding the propulsion of lymph and waste products into the lymph channels leading from the muscles to the main lymph trunks. Moreover, mere squeezing of the fleshy tissues between the thumb and fingers, without taking into account the direction in which such pressure is exerted, will defeat the object in view, for pressure in any other than a centripetal direction has a tendency to arrest the venous and lymphatic currents in their passage through the proper vessels.

In massaging the abdomen the patient should recline in an easy position on the back, with the head slightly raised, the shoulders and buttocks being upon the same level. The legs should be semi-flexed, with the arms lying limp on either side. The patient should breathe regularly and deeply, and never raise the head or hold the breath, as such action would excite contraction of the abdominal muscles. Gentle friction is initiated over the belly, gradually increasing in force and firmness, the firmer strokes being from left to right, beginning over the lower left ribs in the nipple line, and passing obliquely to the right and downwards toward the lower and right orifice of the stomach, designated the pylorus. The next manipulation should consist of circular rubbing with the palm, and using the thumb as a pivot over the navel, rotatory friction with the three finger tips, from above, downward and from left to right. As knowledge, tact and skill are indispensable to the performance of efficient abdominal massage, it is inadvisable that the novice attempt any but the manipulations above described.

Massage of the chest should be commenced by gentle friction, followed by pressure, friction and kneading of the pectoral muscle, which moves the arm forward, commencing at the shoulder and following the course of the fibers to their attachment along the collar and breast bones.

In massaging the back the rubber should stand at the right side of the patient, commencing to deal with the right side of the neck and back, beginning with slight friction downwards from the roots of the hair,

gradually increasing firmer friction, the more vigorous rubbing being applied downwards and outwards in a curvilinear fashion. The whole of the superficial structures of the back should then be rubbed. Friction with the palm of the right hand should be given by a series of up and down strokes the whole length of the backbone. The muscles should be thoroughly kneaded, the shoulder blade muscle in its upper part from above downwards, and in its lower part from below upwards and outwards. The muscles lying adjacent to the spine may best be kneaded by a series of semi-circular movements of the thumb downwards and outwards. In very muscular subjects, the rubber can bestride the patient and work both sides at once, working from the neck downwards with both hands.

Massaging the arms should begin with a half dozen long rapid strokes with the palm of the hand from the finger tips to the shoulder, and after this preliminary rubbing the palm surface of the fingers and hand should be thoroughly rubbed. Each finger should be thoroughly kneaded and rubbed between the thumb and first or second fingers or both, and then, holding the hand with the fingers supporting the back of the patient's hand the palm may be kneaded with the thumb in a series of rotary movements. Kneading the muscles of the forearm is best accomplished by taking them up separately between the fingers and thumb, kneading them always upward, toward the shoulder. Where it is not possible to dissociate one muscle from the other, the whole muscle group must be thoroughly rolled, squeezed and kneaded. Massage of the muscle groups of the upper arm may be practiced on each surface separately by the single hand, the biceps and triceps major muscle (which lowers the arm) being kneaded by the right hand and the triceps and deltoid (which raises the arm) by the left hand.

Naturally the leg muscles are the ones which should receive the most particular attention. It is best to begin with the left leg, standing on the left side of the patient. The manipulation begins with a series of brisk rubs from the toes to the thigh. The foot must then be taken separately and thoroughly kneaded between the fingers and thumbs. Kneading the outer surface of the leg is best performed by the thumbs of both hands pressing and squeezing upwards from the ankle to the knee. To massage the under portion of the leg and calf muscles, it is necessary that the knee be flexed; the tendon of Achilles should be well rubbed and kneaded between the fingers and thumb; then, flexing the hand so as to follow the contour of the calf, a series of powerful upward strokes can be administered as far as the space behind the knee. The calf may further be kneaded by alternately grasping and relaxing the muscles in their whole length from below upwards. The limb should then be extended, the extensors of the thigh being relaxed by placing

a small cushion behind the knee; the inner, outer and front surfaces of the thigh should be rubbed with both hands, the left traveling from the inner side of the knee to the groin, the right from the outer side of the knee to the trochanter, the upper part of the thigh bone to which are attached the muscles which rotate the limb. While the patient still remains lying upon his back only the extensor and adductor muscles can be dealt with, and both hands are necessary for the rolling, kneading and squeezing process. Each muscle should be dealt with separately if possible; if not, then by muscle groups.

The patient should then be turned upon his stomach, and the muscles of the calves may be more thoroughly manipulated if desired. The muscles of the thigh should be rubbed from the knee upwards and then the hamstring muscles should be thoroughly kneaded in their whole extent, and if grasping and squeezing the whole length of these muscles is not sufficient, deeper pressure can be exercised over the fleshy masses in this region by firm upward friction with the closed fists. Massage of the buttock can only be performed with both hands, and the friction over the glutei, the muscles which move the thigh backwards, should be outward and downward for the firmer strokes. The buttocks also may be subjected to a vigorous form of tapotement, the taps of the finger tips being delivered transversely to the direction of the muscular fibers. Rubbing the limbs should conclude the manipulations.

While much of the value of massage must depend upon the skill and intelligence of the operator, not a little rests on the physical conformation of the hands, which should be broad and fleshy, the skin smooth, and the muscles, both of the palm and the fingers, firm and resilient, those of the little finger and thumb being especially well developed. A long gaunt hand is unsuitable for the purpose. The use of massage in diseases and injuries of the muscles, joints and bones, will be dealt with in a future article.

F. L. V.

Arranging Tool Box Interiors.

Now that metal tool boxes with ample room for all necessary articles are being made a part of the standard equipment on several makes of machines, there is opportunity for an orderly arrangement of the contents instead of stowing them away in a conglomerate mass as usually is done. As it is now in nine cases out of ten, when some particular tool is wanted, it is necessary to drag out almost the entire contents of the tool box in order to find the article wanted which usually is buried at the bottom of the receptacle. Any repairman can fit a set of clips made from sheet brass or galvanized iron around the inner walls of the container, so fashioned as to grasp a wrench, screw driver, pliers and similar tools, and while holding them firmly so that they will not jar out when traveling

over rough roads will permit of their ready removal when wanted. The clips could be soldered to the box and would permit of carrying the tools most frequently used in such manner as to make them quickly accessible and allow more space in the body of the case for other articles. Another virtue of such an arrangement is that it would prevent heavy tools rattling around, setting up an annoying clatter and probably eventually punching holes in the case.

Stowing Inner Tubes in the Magneto.

Space usually is at a premium on a motorcycle, particularly as regards desirable places for carrying a spare inner tube, without which no journey of any length should be attempted. The usual practice is to lash an unprotected tube to the handle bars or frame, or else cram it in a greasy tool box among a lot of implements which will soon render it useless. An unoccupied space which seems well adapted for the carrying of a spare tube is beneath the horse shoes of the magneto and immediately over the condenser. There rarely is occasion for removing the latter and it would seem that the location is well adapted for stowing away a tube; furthermore it is very accessible, without disturbing any other articles. Of course, the tube should be wrapped in a water and dust proof cover, and to prevent it from falling out a strap can be passed around the open ends of the magnets; if a cover is fitted to the magneto so much the better, as it will obviate using a strap.

Buffalo Plays Dr. Cook with Drobach.

P. T. Powers, the New York promoter, has "nothing on" the Buffalo promoters when it comes to advertising champions. In his time Powers has discovered many kinds of champions, but the Buffalo men have gone him one better. They have changed the nationality of Peter Drobach, of South Boston. Imagine a Pole surviving in that Hibernian section of Massachusetts' metropolis, known as South Boston! Nevertheless, Drobach is being boosted as "the great Polish champion." Drobach is almost as Irish as Pat Logan or Jim Moran. The fact that Buffalo is full of telegraph, telephone, electric light, bean and human Poles, with the last-named predominating, may account for Drobach's change of nationality. De Mara and Stein are known as the "Daredevil team."

F. A. M. Commissioners for the South.

Howard A. French, president of the Baltimore Motorcycle Club, has been appointed F. A. M. State Commissioner of Maryland, by E. M. Hughes, vice-president of the Southern District, Federation of American Motorcyclists. Commissioner French has, in turn, appointed the following local commissioners in Maryland; Hubert H. Wright, Cambridge; Jesse I. Renner, Midway; O. W. Hess, Union Bridge; M. L. Nicodemus, Mt. Airy; S. W. Kent Miller, Hagerstown; Murray Brish, Frederick, and H. W. Gilson, Cumberland.

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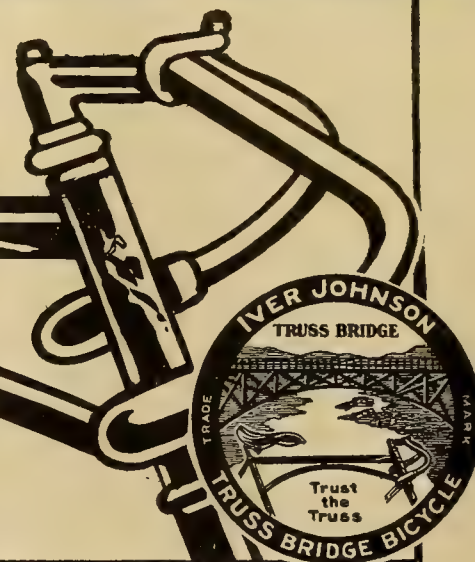
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BUFFALO SPECIALTY CO., Buffalo, N. Y.

CORRESPONDENCE

Engine Overheats in Winter.

Will you kindly answer the following question in your valuable paper: I have a 1908 Indian with mechanical valves and would like to know what causes it to overheat in cold weather. Despite the low temperature of winter it gets as hot as in midsummer, and although this should not be the case, I am unable to account for it. I cleaned the carbon from the piston and cylinder head, and, finding that there was too much clearance between the valve stem and lift rod to permit of a full valve opening I inserted a small steel spacer under the stem. This arrangement greatly increased the speed but the overheating still continues.

ELMER STUR, Buffalo, N. Y.

[Taking it for granted that you inject a pumpful of oil at least once every 15 miles and oftener when running at sustained high speed, the overheating appears to be due either to the use of the wrong grade of oil for low temperatures, or to injudicious use of the throttle. The heavy oil which better withstands the high temperatures generated in the engine in the summer is not suitable for winter use, because, owing to its greater viscosity it does not flow as readily in cold weather and does not become distributed through the bearings until the engine is well heated. For winter running a medium grade of oil should be used. It also is possible that you are running with too much throttle and a retarded spark which would cause overheating at any time.]

Have Instituted a Renting Service.

Editor of the Bicycling World:

Regarding an inquiry in a recent issue of your paper from a Birmingham (Ala.) firm, which desired to learn whether there is anyone who makes a business of renting motorcycles and his experience, we beg to state that we have conducted a renting business for several months.

We commenced renting machines last August, our rates for a single cylinder machine being as follows: First hour, \$1.25; second hour, \$1; third and each succeeding hour, 75 cents, with a flat rate of \$6 for an eight hours period. For twin cylinder machines the rate is increased 50 per cent. Owing to the unusual amount of unfavorable weather which has prevailed here during the last few months there has been very little renting, consequently we are unable to say as yet as to whether or not the venture is a profitable one.

We introduced the renting feature in order to eliminate as much as possible the practice employed by many supposed "prospects" of making the rounds of the dealers and securing the free use of machines for long periods when they had no intentions of purchasing. We find that our policy has the approval of a majority of legitimate

"prospects" who appreciate the depreciation in a machine and unproductive expense to a dealer when it is used promiscuously by unscrupulous persons and in most cases the charge is paid willingly.

MEREDITH BICYCLE CO.,
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Complains of Motorcycle Noise.

Editor of the Bicycling World:

Although the new model motorcycles fitted with long pipes and expansion chambers are supposed to carry off the exhaust gas without allowing it to make a noise, such it seems is not the case, as I have found it. On Sunday I was riding with a companion who has a new 4 horsepower single fitted with an exhaust pipe of the type described. The machine made as much ear-splitting racket as one of the old-type muffler cut-outs, and although the open-muffler ordinance has not been strictly enforced here in Washington, an irate mounted officer, whose horse had shied as we were entering the park, was determined to make an example of one of us. Nor is this particular machine the only noisy one. Last summer I toured with a friend whose mount caused us considerable trouble because of its loud explosions. These explosions are disagreeable and should be corrected by the manufacturers. Personally a noisy machine is very annoying to me; my machine has no cut-out and as I can see no difference between one with a muffler and one without, I shall give silence as much consideration when I select my 1910 mount as the average rider gives to speed and power.

NATIONAL CAPITOLIAN.

Magneto Timing for "V" Motors.

Editor of the Bicycling World:

Will you kindly explain how a magneto is arranged to give a spark in a V motor with cylinders set at 90 degrees or less? According to my meager knowledge of the subject, two sparks are produced in one revolution of the magneto, the spark occurring as the "pull" or resistance of the armature is broken, the contact breaker separating simultaneously, which prevents the spark grounding itself through that point and forces it to jump at the plug. Granting that I am right so far, I can understand how a four cycle two cylinder opposed horizontal engine is ignited, but as the magneto gives a spark in only two positions, which would be 180 degrees apart, I fail to understand how it can be done unless it is run at engine speed, giving four units of resistance, if I may use the term, two of which are wasted. How is the magneto timing accomplished in the Marsh-Metz motor, the cylinders of which are set at more than 90 degrees, I understand? Is there such a thing as a coil being chilled? I understand that batteries sometimes are affected in this manner. This query is prompted by the fact that recently when I tested my machine there was but a semblance of a spark at the plug, although the batteries

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that "the sweetness of low price never equals the bitterness of poor quality."

It will save many hours of bitterness, and, in the long run, save many dollars in real money.

To Prevent Such Bitterness
has been our unceasing aim
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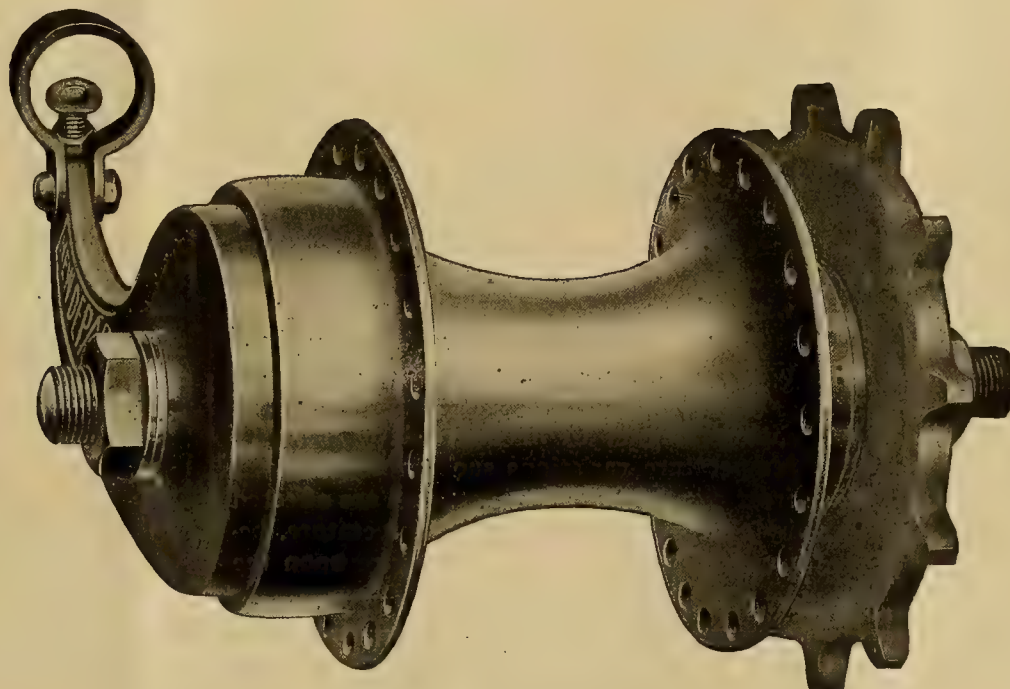


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Powerful enough to stall high powered motors.

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THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors.

registered nearly 20 amperes. It must have been that the coil "froze," although it was all right when the machine was put away before Christmas. Can you explain this phenomenon?

INTERESTED READER.

[With a 90 degree motor the magneto affords a spark once in every 180 degrees of armature revolution, in the fashion roughly indicated above. As the armature is driven at half the speed of the crank shaft, 180 degrees of armature travel is equal to 360 degrees of crank revolution. But the firing points in the two cylinders occur approximately 270 degrees apart. The discrepancy is overcome by driving the magneto through elliptical gears, which cause the armature to move at varying speed. Thus by causing the armature to turn slowly at one portion of its revolution and rapidly at another, the firing points may be altered.]

With motors having their cylinders set at 50 degrees or less, the discrepancy between the normal occurrence of the sparks and the requirement of the engine is less pronounced, and therefore the use of elliptical gearing is not necessary. Instead, the difference is taken care of by one of several methods, perhaps the most familiar of which is what is known as the "staggered" armature. This is a simple means of altering the sparking points of the magneto without varying its rate of rotation. The effect

is secured by a form of construction which is much the same as though a standard armature, such as is used on a single cylinder machine, were firmly clamped at both ends and then twisted so that instead of lying parallel with the shaft and from end to end of the armature, the windings were rendered slightly helical. The result of this is to alter the interval between the successive pulsations of primary current in such a way that they "fit" the engine, so to speak.

In explaining the action of the magneto, it would be more correct to say that the spark occurs as a result of breaking contact in the primary circuit. This occurs when the primary is at its maximum strength, and the separation of the points in the contact breaker results in inducing a secondary current of such strength that when "boosted" by the discharge from the condenser, it will jump the gap at the spark plug. Without the separation of the contact points no secondary current can flow because the inductive tendency in the windings alone is not sufficient to cause a current of sufficient strength to overcome the resistance of the plug gap.

It is impossible for the strength of an ordinary magnet to be affected by ordinary temperature variations such as might result from climatic changes. Batteries are affected by changes in atmospheric temperature, because of the effect of temperature upon the

chemical action within the cells. It is difficult to see how a spark coil could "freeze." If the machine had been laid up for some time, it is quite likely that dirty contact points, or even poor adjustment of the contact breaker would account for a weak spark at the plug.]

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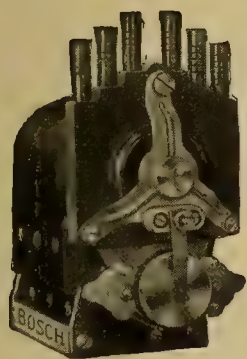
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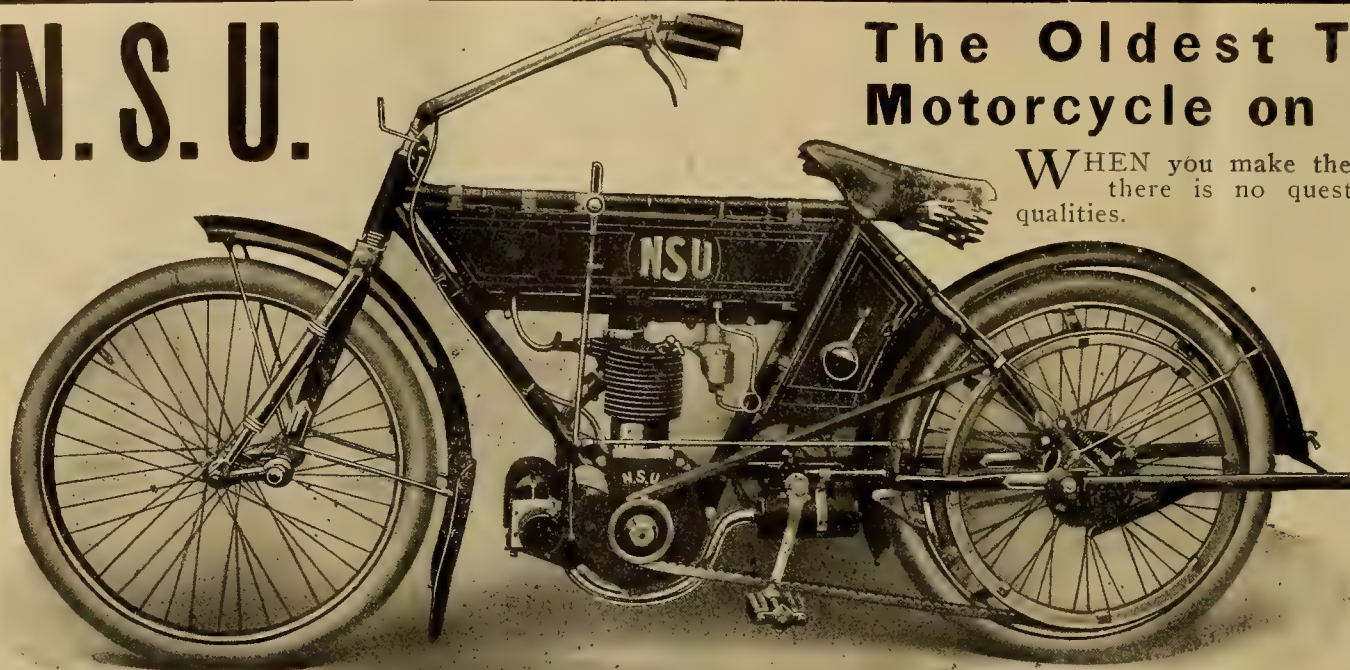
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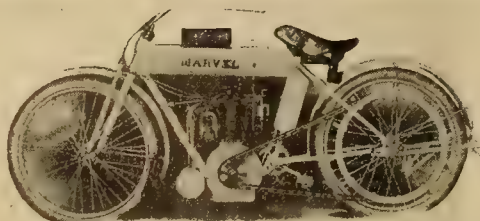
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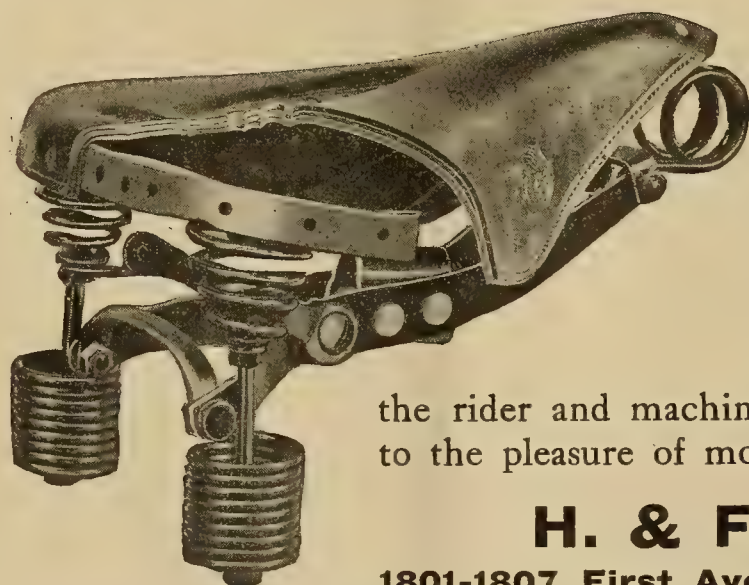
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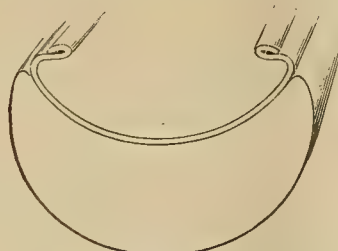
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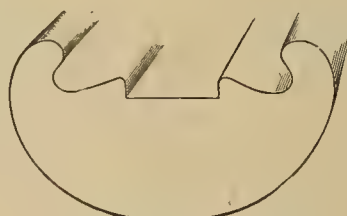
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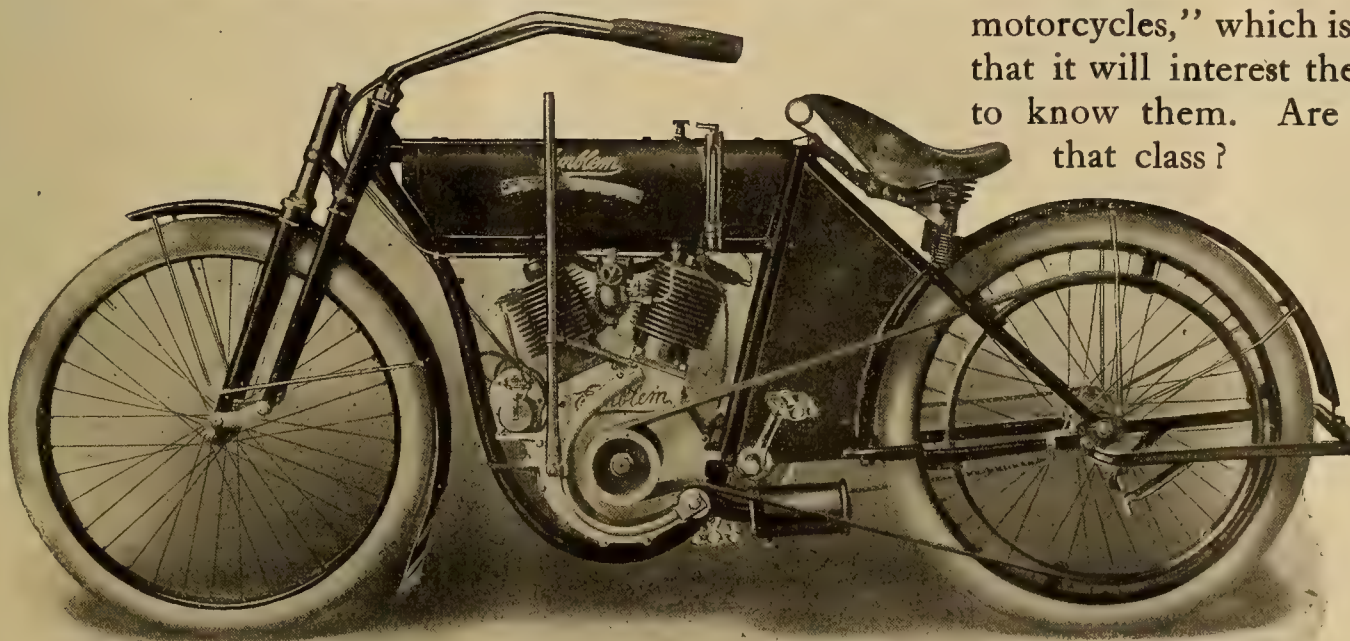
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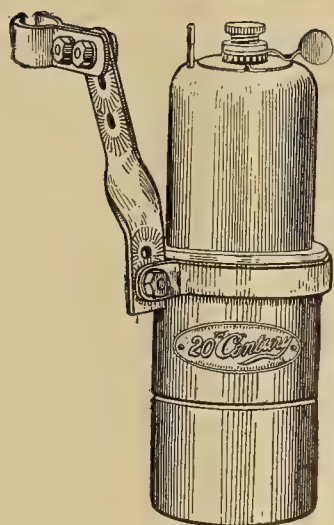
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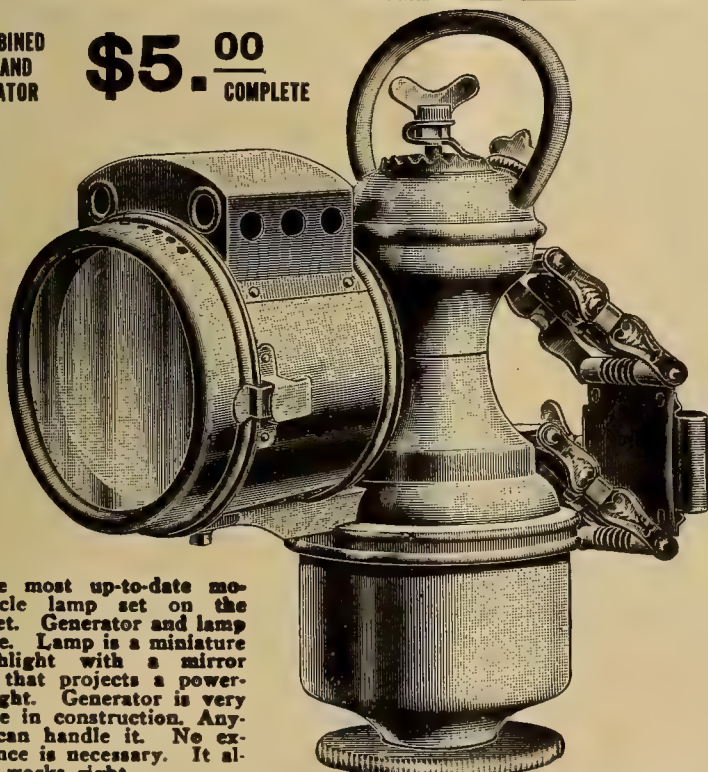
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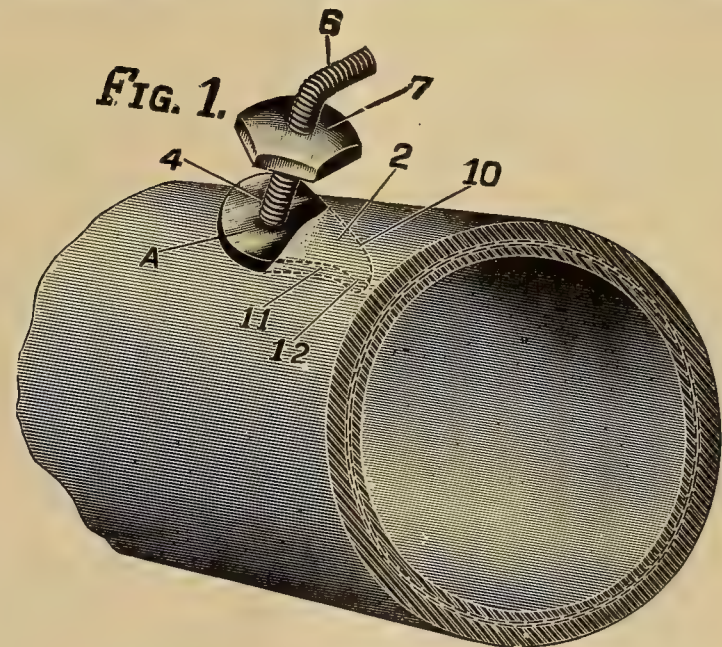
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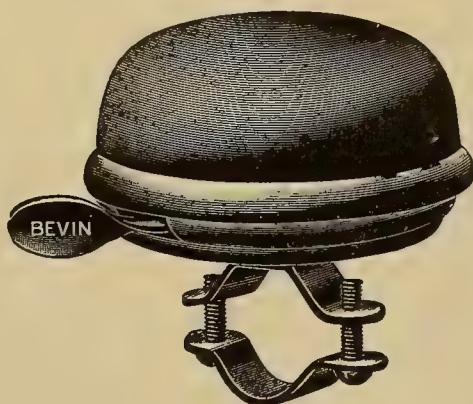
Bicycle and Motorcycle Supplies
HUB CYCLE CO.
44-42 Portland St. BOSTON, MASS.

BICYCLE GOODS
Ask for Catalogue of Bicycle and
Motorcycle Parts and Sundries.
We want every dealer to have our
Monthly Bargain Book. Write us.
NEW YORK SPORTING GOODS CO.
17 Warren Street, New York.

SUNDRIES

That Sell Wherever Bicycles are Sold

Bevin Bells



Bevin Toe Clips



Bevin Trouser Guards



We Offer

such a varied selection that all purses can
be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.
EASTHAMPTON, CONN.

Who

would think of building Bicycles,
Coaster Brakes, Lawn Mowers,
Sewing Machines, etc., without using
therein the



Star Ball Retainers

WHO? Tell Us

The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany



MOTORCYCLE MANUFACTURERS!



We make
Nickel
Forged
Crankshafts,



Motorcycle Chain
Adjusters, Mud
Guard Braces, Steel
Mud Guards, Bolts,
Nuts, Washers,
Steel Rim Washers.

etc. Write for quotations. We do not sell to the dealer.

STEVENS & CO.

373 Broadway

NEW YORK

PFANSTIEHL COILS

Guaranteed for Five Years

Pfanstiehl Electrical Laboratory
North Chicago, Ill.

SPROCKETS

We Make a Specialty
of High-Grade Sprockets
for the Cycle Trade

HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

ESTABLISHED 1844.
SCHRADER
UNIVERSAL VALVES
TRADE MARK REGISTERED APRIL 30, 1895.
The Standard American Valves for
Automobile, Bicycle & Vehicle tires
Manufactured by
A. SCHRADER'S SON, INC.
78-32 Rose St. New York, U.S.A.

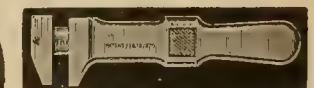
STAR-RITE Spark Plugs

have "Stayed Right the Longest" for seven
years. Get a set from your dealer and have
"Plug Happiness." Repaired free of charge.
Price now \$1.00.

THE R. E. HARDY CO. (Inc. 1900).
1735 Michigan Ave., Chicago.
(Formerly New York City.)
Send for list of size plugs used in 305 cars
and engines.



THE B. & S. MODEL "B"



is the correct wrench for
your motorcycle. Write for
circular.

Empire Tires

WEAR LONGEST

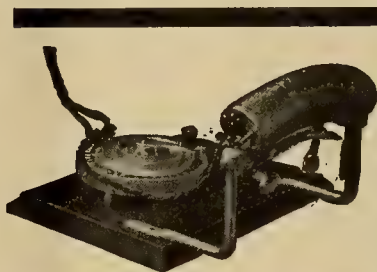
EMPIRE TIRE COMPANY, Trenton, N. J.

BRANCHES—New York, Detroit, Chicago, Boston, Newark. AGENCIES—Atlanta, Ga., Dunham Rubber Co.; Atlantic City, N. J., Penn Auto Supply Co.; Buffalo, N. Y., Empire Sales Co.; Cleveland, O., Motor Supply Agency Co.; Denver, Colo., Denver Auto Goods Co.; Dallas, Tex., Munger Auto Co.; Jacksonville, Fla., Savell Rubber Co.; Los Angeles, Cal., Empire Tire and Rubber Co.; Minneapolis, Minn., Empire Tire and Rubber Co.; New Orleans, La., H. A. Testard; Norfolk, Va., Wm. H. Grover; Philadelphia, Pa., Penn Auto Supply Co.; Pittsburg, Pa., Consumers' Auto Supply Co.; Portland, Me., James Bailey Co.; Providence, R. I., Waite Auto Supply Co.; St. Louis, Mo., Gorman Bros.; Savannah, Ga., Harris Tire Co.; Toledo, O., W. G. Nagel Electric Co.; Boise, Ida., Randall-Dodd Auto Co.; Kansas City, Mo., Auto Specialty Co.; Toronto, Canada, Midgley-Campbell, Limited.

SHALER

Electric

Vulcanizer



Our New Motorcycle Tire Vulcanizer is modeled after our Type C Auto Tire Vulcanizer. There are nearly 5,000 garages coining money with the Auto Tire Type.

Get wise, Mr. Motorcycle Man. Seize this opportunity to add to your profits.

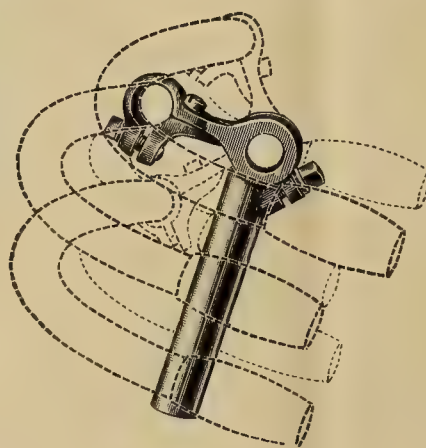
The Only Motorcycle Tire Vulcanizer Made.
C. A. SHALER CO. Box F, WAUPUN, WIS., U.S.A.

ECHO

ADJUSTABLE
ALL-WAYS
HANDLE BAR
EXTENSION

Write for Prices

Forsyth Mfg. Co.
BUFFALO, N. Y.



What's the Use of Taking Chances?

Cylinder castings absolutely determine the worth—or the worthlessness—of your motor.

Everybody knows we make nothing but the finest kind of castings.

If anything less than the best is good enough, count us out.

If quality is the determining factor we're Johnny-on-the-spot for business.

THE MANUFACTURERS
FOUNDRY COMPANY

Box 649. WATERBURY, CONN.

DUCKWORTH CHAINS

long ago proved that they have no equals for either

Bicycles or Motorcycles



It was hard use and lots of it on all sorts of machines that enabled it thus to prove its superiority.

Write for 1910 Quotations.

Duckworth Chain & Mfg. Co., Springfield, Mass.



The Best Reason why you should use a SPLITDORF Motorcycle Plug

is because it is made expressly for the Motorcycle, and will give you far better ignition than any other. Insist on a SPLITDORF and have the best.

C. F. Splitdorf Walton Ave. and 138th St.
Branch, 1679 Broadway
NEW YORK

STANDARD SPEEDOMETER FOR MOTORCYCLES

"The Instrument of Permanent Accuracy"



60 or 80 mile dials at the same price. We have added the trip odometer for 1910 without extra charge.

We can furnish special attachments for every make of Spring Fork machines.

Price without odometer.....\$15.00
Price, Trip and Season..... 20.00

Send for Catalogue.

Standard Thermometer Company
65 Shirley Street BOSTON, MASS.

Signs of The Times

AT THE NEW YORK SHOW—

63 PER CENT. of the motorcycles on exhibition were fitted with


Kokomo Tires

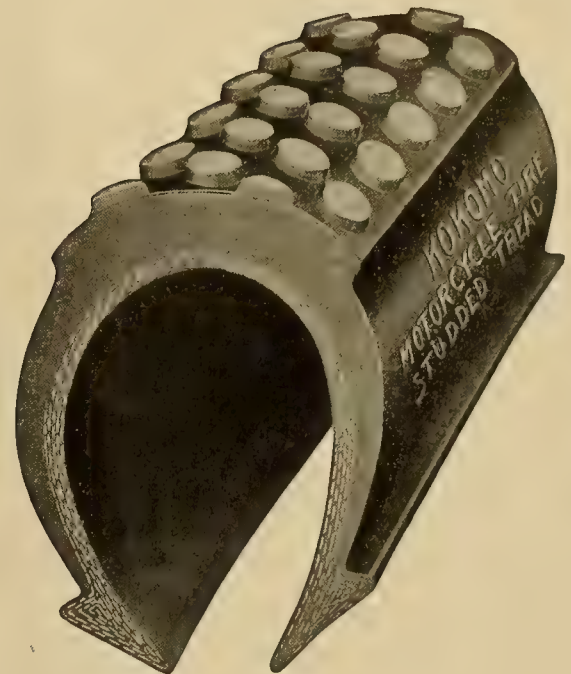
AT THE CHICAGO SHOW—

71 PER CENT. of the machines staged were equipped with

Kokomo Tires

As our motorcycle tire was brought out only last year, the wonderful strides it has made, of which these show statistics constitute but one indication, prove that the American public does know a good thing when it sees it and is quick to show its appreciation. Number yourself with the wise ones. Specify Kokomo tires and don't take NO for an answer.

 In addition to our other sizes, we now are making and are prepared to supply 28 x 3 inch tires to fit the regular 28 x 2½ rims.



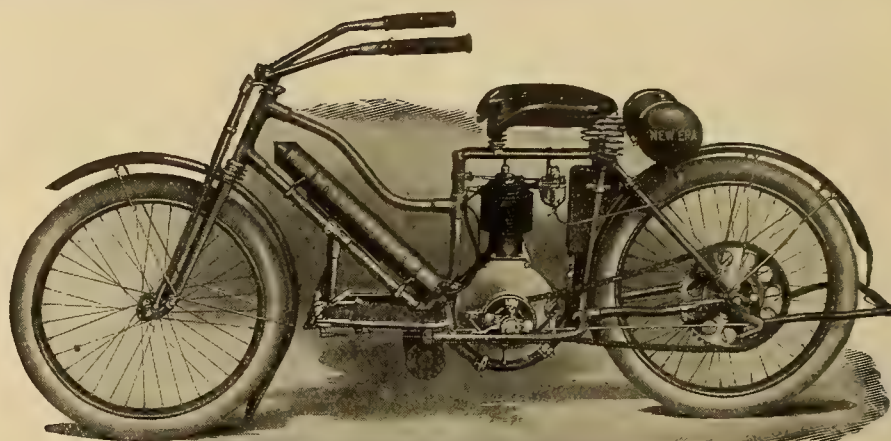
KOKOMO RUBBER COMPANY, Kokomo, Ind.

A New Era in Motorcycling

was begun when

The New Era Auto-Cycle

made its appearance. It marked the beginning of real practicability and comfort.



Its long, low frame and spring-suspended, upholstered form seat and foot-board (instead of pedals), makes it available for all ages and sizes and conditions of mankind; its two speed transmission makes it master of any and all hills and renders possible the slow pace so necessary to safety and comfort on rough country roads and crowded city streets; its free engine (engine started by a crank like an automobile), makes it possible to start anywhere from a standstill and without even "jacking up" the machine. Lots of these ideas are being and will be copied but don't you pay for manufacturers' experiments. You don't have to do so when the New Era offers them in perfected form.

WRITE FOR ADVANCE CIRCULAR AND AGENCY PROPOSITION.

THE NEW ERA AUTO-CYCLE CO., No. 2 Dale Avenue, Dayton, Ohio

Greenville, O., Feb. 18, 1910.
Dear Sirs: In regard to inquiry can say that the New Era Auto-Cycle is much beyond my expectations. I purchased my machine April 11, 1909, and up to the first of the year 1910, I had ridden something over 10,000 miles, and have a good machine yet. For our work or any other, racing excepted, I would not give one "NEW ERA" for a car load of other makes for every day use. Mud, snow, hills, level ground and good roads are all the same to the "NEW ERA." I am in the fire insurance business and use my machine in all kinds of weather and on all kinds of roads.
Yours,
O. P. McGRIF.

1910

THE HIT OF THE SEASON

1910

Overland and Black Diamond BICYCLES

THE WHEEL OF
Character, Style and Stability

Send for our 1910 catalogue printed in colors; also our beautifully colored window transfer sign for dealers.

BI-MOTOR EQUIPMENT CO., Boston, Mass.

Main Offices and Wholesale Dept., 177-179 Portland St.

Branch Store, 113 Massachusetts Ave.

The Superiority of **G & J TIRES**

has been so frequently demonstrated that it has now become an axiom with all riders of national reputation. "They won't take chances on anything else." The further fact that

all the leading motorcycle manufacturers of the country
specify G & J Tires

as their standard equipment will convince you that the Indianapolis G & J Motorcycle Tire is the

unquestioned leader in the
world of motorcycling.

You cannot get anything better.

Send for our illustrated booklet.

G & J TIRE COMPANY, Indianapolis, Ind.

Tillinghast Patent

SUSTAINED

By Circuit Court of Appeals

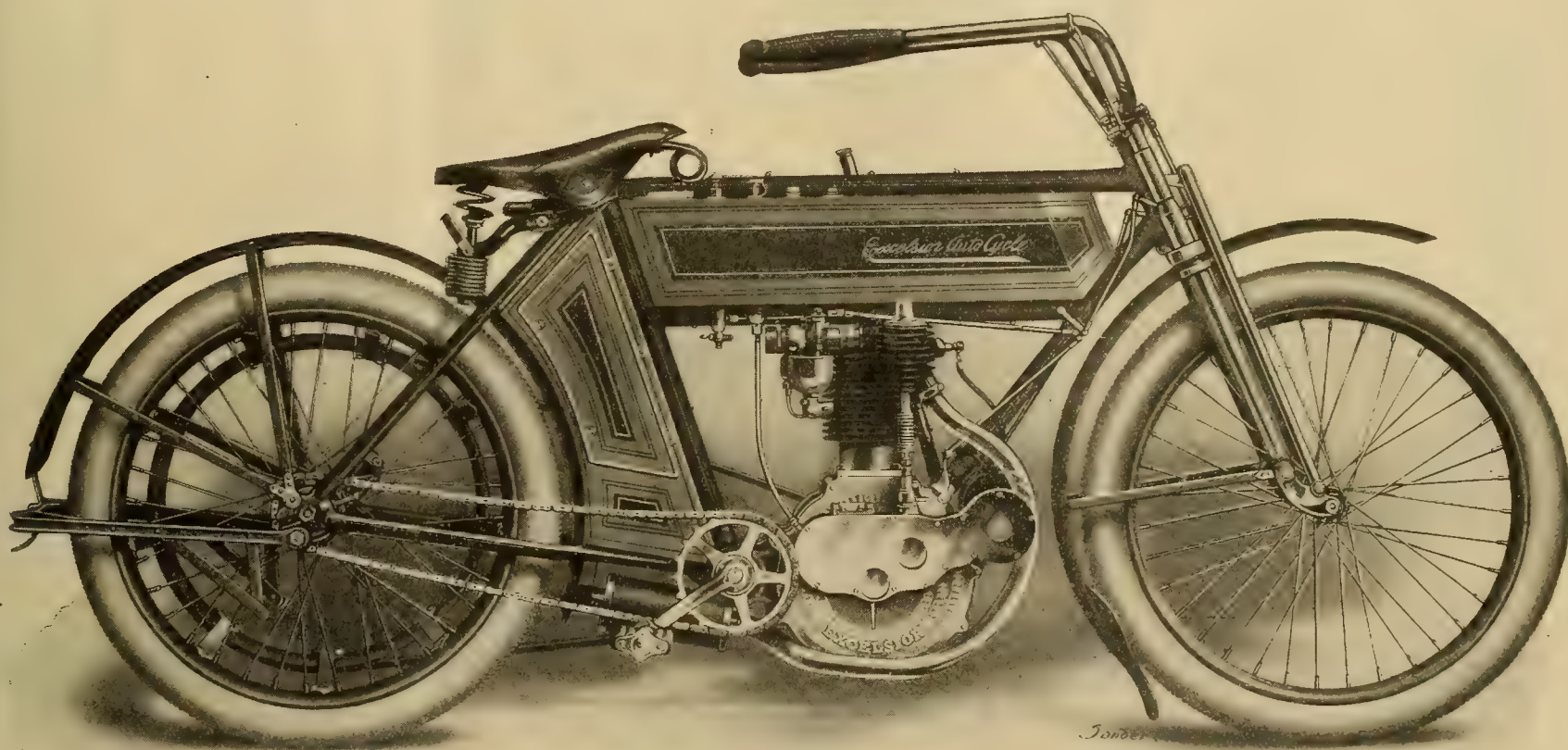
WE desire to notify the trade that our suit against Continental Rubber Works, of Erie, Pa., for infringement of the basic Tillinghast Patent on single tube tires, has been decided in our favor in an opinion rendered by the Circuit Court of Appeals, on the appeal from the decision in our favor rendered by Judge Buffington, of the Circuit Court of the United States, Western District of Pennsylvania, on August 7th, 1909.

Since the above decision the Continental Rubber Works, of Erie, have settled for all past infringements and have entered into license agreement for the balance of the life of the patent.

SINGLE TUBE AUTOMOBILE AND BICYCLE TIRE COMPANY

“THERE IS ALWAYS ONE
by which the others are measured.”

When the City of Chicago called for bids on motorcycles for the Police Department, the specifications required that the machines furnished be fully up to the standard of those then in use in the department. The machines referred to were Excelsiors and the contract for the new machines was awarded to the



EXCELSIOR LAUTO-CYCLE

THE ONE THAT ALWAYS MAKES GOOD

Is not this a convincing proof of EXCELSIOR SUPERIORITY. Think it over
—then get busy.

EXCELSIOR SUPPLY COMPANY

233-237 Randolph St.

Members M. M. A.
Established 1876

Chicago, Illinois

Eastern Representative: STANLEY T. KELLOGG, 2312 Broadway, New York.

PACIFIC COAST BRANCH—361-3 Golden Gate Ave., San Francisco, Cal.



The Best
Bicycle Road Tire
in the World!

Be sure and ask
for

FISK 66

One of the famous
FISK QUALITY
products.

*Write for literature to
Department E.*

THE FISK RUBBER CO.
Chicopee Falls, Mass.
Branches in 17 Cities.

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

—
STANDARD RUBBER PEDALS

—
SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

—
BREECH-BLOCK SPARK PLUGS

ALL are necessities;
all are ready sellers
and in continued demand.
All are top-notchers. No
stock is complete without
them.

■
QUOTATIONS
ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

The Progressive Manufacturer—Dealer—User

is responsible for the tremendous
sale of

Diamond Bicycle Tires

¶ Each demands value for value.

¶ From Diamond Bicycle Tires
—as from no others—does
each get what he wants—
TIRE MILEAGE.

Which is what we sell—USERS KNOW

Special Bicycle Tire Catalog upon request.

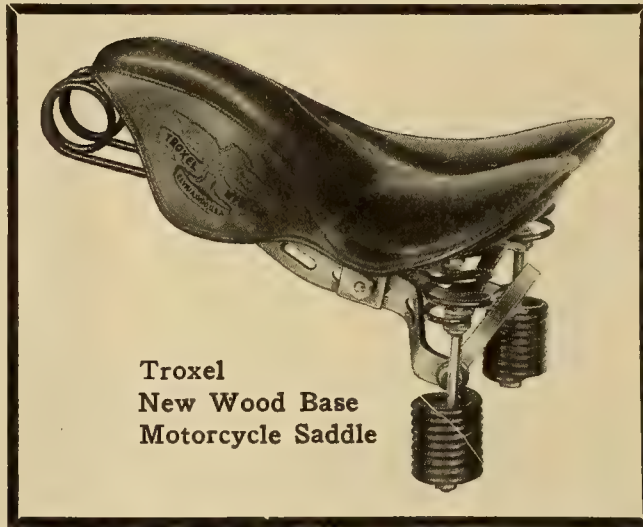
THE DIAMOND RUBBER CO., Akron, Ohio

Branches and Agencies in all principal cities.

TROXEL'S NEW ONE

Try This On Your Motorcycle

It Adds Real Finish
to your machine.



Troxel
New Wood Base
Motorcycle Saddle

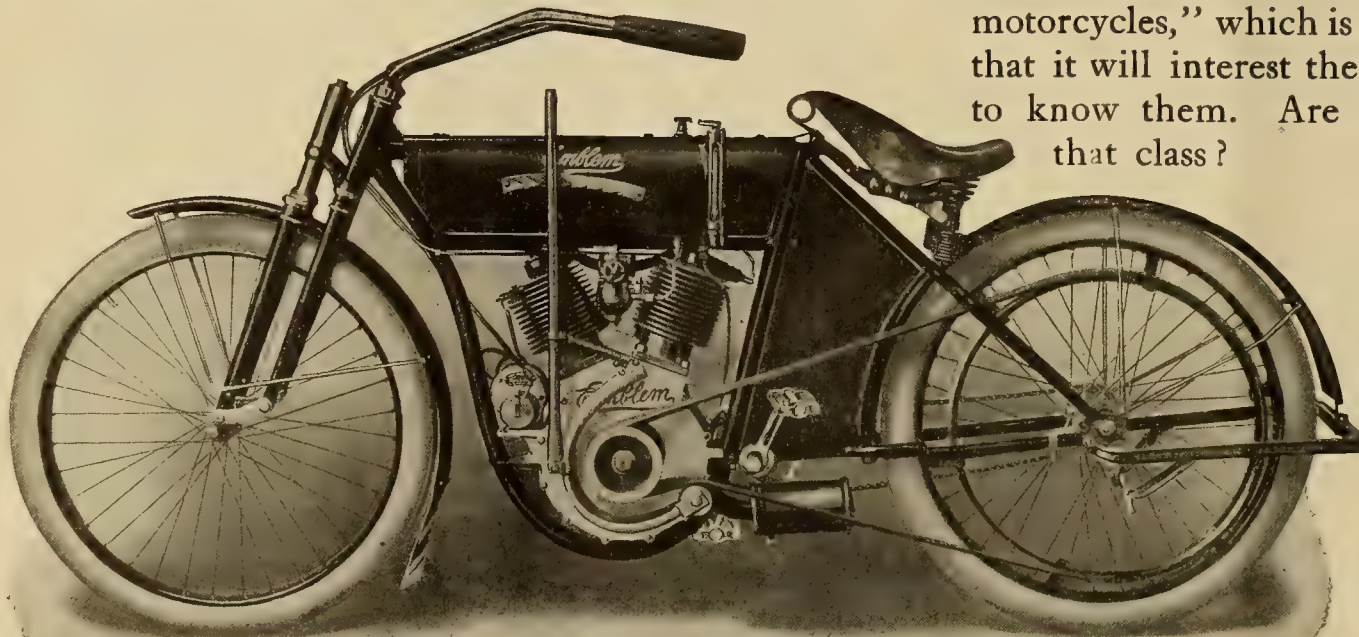
It Has Such Beautiful
Lines and Oh!
How Comfortable.

Deliveries—April First If you are an admirer of wood base motor saddles **INSIST** on having this saddle. It is a beauty and chuck full of **EASE** and **COMFORT**.

THE TROXEL MANUFACTURING CO., Elyria, Ohio, U. S. A.

EVERYTHING ABOUT THE EMBLEM

from the ball bearing motor, up or down, is of the sort that appeals to the man who "knows motorcycles," which is a good indication that it will interest the man who desires to know them. Are you included in that class?



7 H.P. Twin
Cylinder.

5 H.P. Single
Cylinder.

4 H.P. Single
Cylinder.

A Good Agency
For Hustlers

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.



For the RIDER who desires the most perfect bicycle that can be made under the present state of the art, and for the DEALER who wishes to combine the largest profits with the greatest satisfaction to his customers,

THE COLUMBIA CHAINLESS IS THE WHEEL

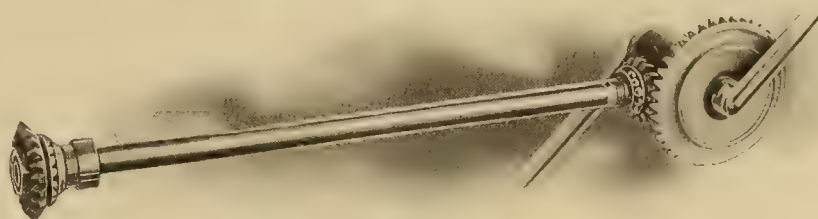


THE COLUMBIA CHAINLESS, \$75.00

Fitted with Two-Speed Gear, Coaster Brake, Cushion Frame and Spring Fork, \$100.00

Chainless Bicycles are always ready to ride—snow, rain, mud or dust do not affect the gears. The COLUMBIA CHAINLESS bicycle drives the easiest, lasts the longest and costs the least for upkeep. It is the highest type of bicycle and has the finest equipment put on any machine.

The Columbia bevel gears are forged from high carbon steel, and, being protected from dust and mud, improve with each year's use.



Columbia Bevel Gear Chainless Mechanism

The percentage of sales of high grade bicycles is constantly moving upwards. NOW is the time to push CHAINLESS Bicycles. Don't lose sales by not being ready.

Have you a copy of the 1910 Columbia Catalogue? If not, send for one, with dealers' prices on Chainless Bicycles.

THE POPE MANUFACTURING COMPANY, Hartford, Conn.

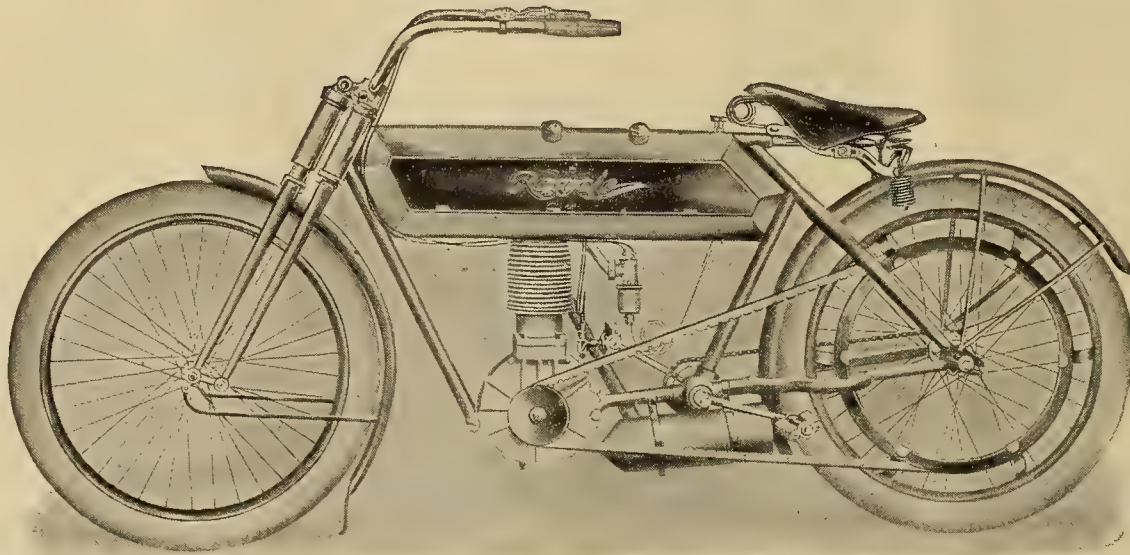


"The Armless Wonder"



YOU CAN'T AFFORD TO OVERLOOK

4
H. P.



4
H. P.

the agency for

The 1910 Racycle Motorcycle

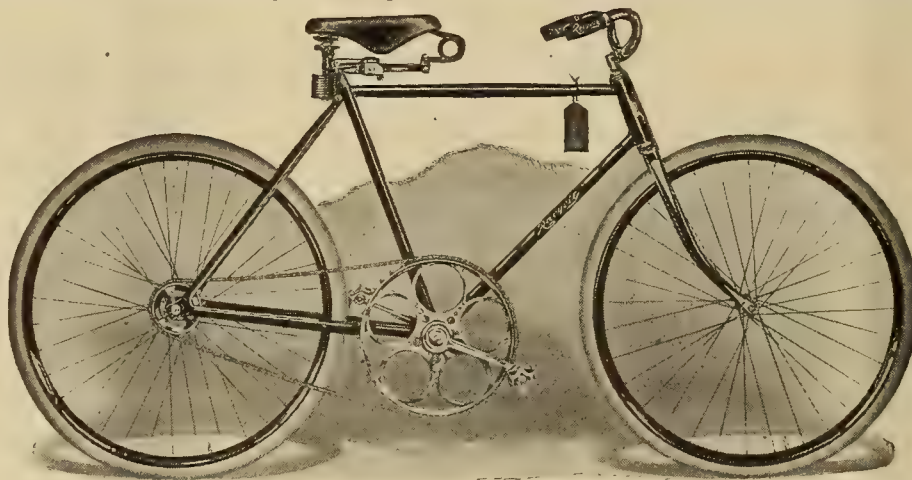
We will tell you why if you will write. Address Motor Dept.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

THE
Racycle

is the Best of all Bicycle Agencies and EVERYBODY KNOWS IT.

1910
Catalog
Now
Ready



1910
Catalog
Now
Ready

Ask the dealers who have the agency. We are willing to leave it to them. They are our best reference.
1910 AGENCY PROPOSITION IS READY.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers.



"The Armless Wonder"



"The Armless Wonder" for Motorcycles

"The Armless Wonder" for Bicycles

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, March 12, 1910.

No. 25

INDICATIONS OF A RECORD YEAR

Bicycle Makers Report Unusually Heavy Orders—High Tide at Westfield—Old Dealers Re-entering the Trade.

Whatever the cause, it is certain that jobbers and dealers are buying bicycles more freely and in greater quantities than for several years past, and as a result the prospects for a season out of the common are unusually good. The manufacturers all report remarkably fine orders, and if the spring opens and continues favorably, a record year—as such years now are reckoned—is likely to result.

It is well known that the Pope Mfg. Co. has been enjoying a small boom in the way of orders and one day this week, J. F. Cox, manager of the Pope bicycle department, stated that the influx of business had continued to such an extent that February had proved the biggest month since the bicycle manufacturing had been transferred from Hartford to Westfield. W. K. Aurandt, who for 12 years has represented the Miami Cycle & Mfg. Co. on the road, declared that never in any other year had he booked so much business, most of which is for high grade Racycles. Reports from the factory, he added, were of similar tenor, the "uplift" being spread over the whole country.

Fred I. Johnson, of the Iver Johnson Arms & Cycle Works, and W. G. Schack, of the Emblem Mfg. Co., are two others who, when seen, were full of good cheer over the unwonted prospects and who reported an increase of business all along the line. Frank C. Cornish, representing Yales and Snells, is another who has been gathering a sheaf of orders. Cornish has been making a specialty of calling on former dealers and seeking to reinterest them, and he says he has had more success than he dared hope for. He instanced one case in which he induced one of these backsliders to place an order, very much against his inclinations,

for two bicycles, and who since has ordered seven others.

Los Angeles to Hold Motorcycle Show.

The Los Angeles Motorcycle Club has programmed a motorcycle show for the four days March 23-26. It will be held in its club house, a commodious three story structure with a detached garage and gymnasium, which will afford room for some 30 odd representative exhibits. The building will be properly decorated and "plotted" and as it will be the first affair of the sort ever held in the California city, and indeed, the first exclusive motorcycle show ever held anywhere, it will be a rather notable function. Charles Fuller Gates will act as manager of the enterprise.

New Company to Market the Armac.

Jesse Edwards and R. C. Crist, both of whom previously were connected with the Armac Motor Co., have formed the Edwards-Crist Mfg. Co., and located at 1150 Jackson boulevard, Chicago, where they will act as sales agents for the entire Armac product. Edwards is president of the new company and Crist secretary-treasurer.

Empire Tire "Invades" Indianapolis.

The Empire Tire Co. has "invaded" Indianapolis by locating a branch at 208 North Delaware street in the Indiana metropolis. It will be managed by Charles Weiland, who for several years was attached to the Empire branch in Chicago. It is the first direct factory branch to be located there.

Bosch Establishes Branch in Detroit.

The Bosch Magneto Co. has established a branch in Detroit at 870 Woodward avenue; it will carry, of course, a complete stock of both Bosch magnetos and the parts thereof.

Van Nostrand Opens on Long Island.

Edward S. Van Nostrand has opened a store in Amityville, L. I., N. Y. He will both sell bicycles and repair bicycles.

"THREE DOLLAR RUBBER" IN SIGHT

Raw Product Reaches Record Breaking Price—Little Prospect of Relief—Effect on Tire Prices.

"Three dollar rubber," which at one time would have been regarded as unlikely as "three dollar wheat," now is in sight, according to the continued rises which are taking place in the price of the crude material and also according to confidential advices from South America to one of the big tire companies.

Its imminence was indicated early this week when the fine upriver Para quality, such as is used in the manufacture of cycle and motorcycle tires of standard grades, reached the highest price that it ever has attained since being put on the market as a commercial product, the price at auction being \$2.56 per pound. Further advances or even a continuance of such high prices necessarily will mean that tire prices also again will go up, as already they have done in the case of solid rubber tires, the prices of which were raised 15 per cent. last week by the tire manufacturers.

The extent of the advance in rubber is made sharply apparent when it is recalled that in 1908 upriver Para was as low as 67 cents per pound, making the record price of this week equivalent to an advance of 282 per cent.

Col. Samuel P. Colt, president of the United States Rubber Co., which through its subsidiary, the Rubber Goods Mfg. Co., controls the Hartford Rubber Works, Morgan & Wright and the G & J Tire Co., offers partial confirmation of the expectation of continued high prices in the rubber market.

"I would not be surprised to see the price of crude rubber continue to rule high during the balance of 1910," he declares, "although I look for some relief next year when a large increase is expected in the output of the plantations at Ceylon and the Strait

Settlements, the quality coming from these plantations being of the same botanical order as that of fine Para from the Amazon, used for similar purposes."

Although this week there arrived from South America the steamer Clement with 1,432 tons of rubber, a cargo worth about \$7,000,000, there was no drop in the quotations in the New York market, as practically all of the cargo had been contracted for far in advance. It is explained by a prominent dealer that the recent sharp advance has caused the dealers to withdraw offerings and that the quotations at present are to a great extent nominal, the American buyers holding off for more favorable prices. Europe, however, is taking a heavy supply, so that crude rubber is being delivered as fast as it is shipped.

Collar Button Fails to Help Apstein.

Despite the enlightenment which David Apstein, of Bridgeport, Conn., gave to the court as to how he invented a tire plug from a collar button some 13 years ago, the United States Circuit Court of Appeals, of the Second Circuit, has nevertheless decided against him, as did the lower court, in the infringement suit brought by Louis Schwab and others, constituting the firm of Stevens & Co., of New York City. When the infringement case was decided against him in the United States Circuit Court in Hartford, in January, 1909, Judge Platt declared Apstein's attempt to show he was the prior inventor a "lamentable fiasco," but Apstein took an appeal, which has resulted in confirming the lower court's finding.

The patents under which Schwab brought suit and which Apstein represented he had anticipated by his collar button discovery, are No. 602,743, issued April 19, 1898, to G. F. Glidden, for a "Device for closing punctures in pneumatic tires," and No. 652,540, issued September 5, 1899, to R. W. Sampson, for "Puncture closer for pneumatic tires." The appellate court's decision deals with Apstein's alleged anticipation as follows:

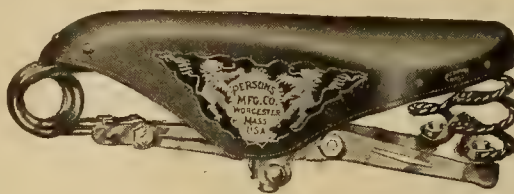
"Defendant has undertaken to prove anticipation by himself. He claims that on June 25th, 1897, while riding a bicycle near Derby, Conn., he plugged a hole in the bicycle tire with a collar button and tire tape; and that he shortly thereafter made two plugs very similar to his present plugs, one of which he put in a tire on a bicycle which he rode, and afterwards sold with the plugged tire on it, and the other of which he kept. That on this one which he kept he applied for a patent in 1905. He produced it in evidence. The testimony as to these alleged transactions in 1897 is entirely founded on the unaided memories of witnesses testifying ten years after the event and it is not sufficient under well-recognized rules to make out the alleged anticipation."

The decree of the Circuit Court was affirmed with costs. No further appeal is possible unless the United States Supreme Court should ask that the case be brought before it, the likelihood of which is quite remote.

GIVES THE SADDLE A HAND GRIP

Latest Persons Model for Bicycles Has a Unique Provision—Reasons for Changes in the Construction.

As the result of experiments which demonstrated that for a saddle of the compression spring type it is best to have trusses with a slighter rear drop than with the models then on the market, the Persons Mfg. Co., of Worcester, Mass., has brought out a new bicycle saddle, known as the Dominion 1910. Its trusses maintain their vertical alignment from end to end, and are declared to be absolutely unbreakable. When their desirability was demonstrated by the preliminary experiments, the manufacturers without hesitation decided to embody them in a regular product, and the numerous blanking, piercing, stamping and



forming dies that were necessary were designed and made, a process requiring a time and cost, it is indicated, which would tax the credulity of the uninitiated.

The saddle, which is shown in the accompanying illustration, also has another new and distinctly Persons feature in the rear, where the brace between the springs is found to support the latter, after which it curves outwardly and is concaved to give a comfortable hand grip by which the bicycle may be lifted. Excellent reasons underlie the provision of this grip, according to Charles A. Persons, the head of the company.

"Regardless of the design of the spring," he says, "whether it be for a saddle, a railway car or an automobile, ninety-nine out of every hundred springs are fractured on the rebound and not during compression. And there is something in our natures that instinctively tells us of this weakness. This is seen in the fact that anyone picking up a compression spring squeezes it at once, to feel its 'set,' sometimes using both hands and interlocking his fingers. On the other hand, not one in a thousand will try to distend or stretch a spiral spring, and when the thousandth man does so he squints one eye and puckers his face as if in anticipation of an accident. Yet hundreds of riders throw their machines around by grabbing the saddle just under the cantle, lifting the machine by means of the springs. This Persons grip is attached directly to the trusses, and, since it is so placed that the hand cannot miss it, the machine may be lifted without disturbing the springs."

A further adaptation of the new Persons depressing front spring also is found in

the Dominion, the claims made for it being that it not only has double the resilience of springs bolted rigidly to the trusses but that it leaves its normal position and sinks upon receiving an unusual blow or jolt, with the effect of easing the shock communicated to the saddle. Steel drop forgings are found in the solid parts of the saddle; the springs are made from imported Swedish wire; solid copper rivets are used in the leather work, and all metal parts are polished, plated and buffed.

Singer Shows a Horizontal Opposed.

Joseph Singer, Los Angeles, Cal., who is one of the western pioneers in the motorcycle industry, and has produced several machines embodying his ideas, again has been exercising his constructive ability and just has brought out a twin motorcycle which chiefly is distinguished by its horizontal double opposed motor. It is not unlike the machine shown but never marketed by the old Auto-Bi company of Buffalo, N. Y., two years ago. With cylinders squared, that is $3\frac{1}{4} \times 3\frac{1}{4}$, Singer's motor, is rated at 6 horsepower. It, of course, has an outside flywheel, which is on the right side of the engine. Batteries and coil comprise the ignition system. Power is transmitted by a V belt. The double truss frame is used, the top bar being dropped slightly at the rear; the wheel base is 60 inches. Leaf springs are used in the front fork suspension, the fork member itself being rigid.

K. & C. Enlarge Their Rim Production.

The K. & C. Mfg. Co., Henniker, N. H., manufacturers of the K. & C. lock joint rims, are enlarging their facilities for the manufacture of their well known rim. They have built an addition to their plant and increased their power equipment by the purchase of additional water power rights so that they have one of the best water powers in New England—1,000 horsepower day and night—and with enlarged storage capacity they now can take care of 150,000 manufactured rims.

Dayton Firm Prepares to Expand.

W. B. Schaeffer & Co., to which E. Earle Farrer and H. W. Stroyer have been admitted to partnership, have leased the entire building at 27 East Second street, Dayton, Ohio, and will take possession about April 1st. The firm handles bicycles and Indian motorcycles, as well as supplies.

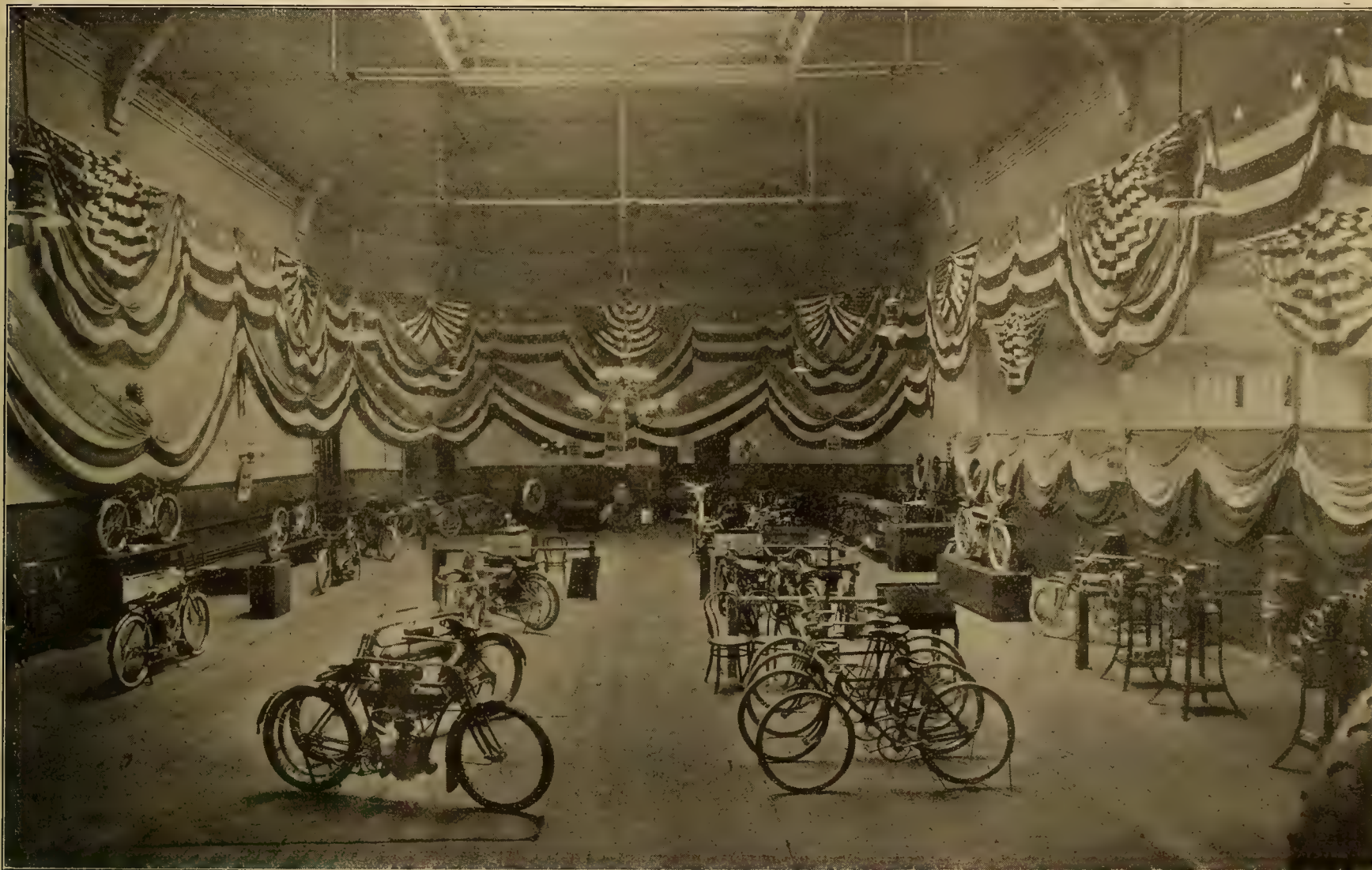
Greece May Double Cycle Import Tax.

The present import duty on bicycles in Greece is 10 per cent. ad valorem. The government is wrestling with a tax revision bill, however, which, if passed, will increase the duty to 20 per cent.

Special Oil for Motorcycle Use.

The Bi-Motor Equipment Co., Boston, has brought out a special oil for motorcycles, styled the Bi-Mo. It is put up in one and five gallon cans and is claimed to be of a superior quality.

Boston Show Proves Not Brilliant or Fruitful



GENERAL VIEW OF THE MOTORCYCLE SECTION OF THE BOSTON SHOW

Despite the fact that the motorcycle section of the Boston automobile show was this year "promoted" from the basement of Mechanics Building to the balcony, not all of the exhibitors are wholly happy, and it is an open question whether the "promotion" has improved matters.

Some, if not all of the exhibitors fancied that they would be located on the balcony proper, and great, therefore, was their surprise and disappointment to discover that instead of being so positioned, their displays are tucked into one of several "halls" or rooms which open on the far end of the balcony. It is a peculiar fact that the proportion of spectators visiting such shows who descend to the basement or who enter "offside" rooms, never is very large, and the attendance at Boston during the present week simply has served to again demonstrate what already was fairly well known. Show goers have a habit of remaining in the main line of travel. Of course, no one interested in finding the motorcycle section but the "great green public" which it is desired to interest and convert has not wandered very numerous into Talbot Hall, which is the official designa-

tion of the room in which most the motorcycles are staged; for although there is space aplenty, not all of them are within its confines; two of the exhibits are in the hallway that leads to it, and another, the Thor, is located in an adjoining room into which visitors happen so rarely that all whose duties require them to remain there have trouble in keeping awake.

Then, too, the Boston show, which terminates tonight, is essentially a "private owner show," and a neighborhood affair. Such men as E. L. Buffington, of Providence, R. I., and C. C. Wilbur, who succeeded him as vice-president of the F. A. M., and other Keene (N. H.) enthusiasts, and such dealers as Henry Robinson, of Walham, Mass., and B. A. Swenson, of Providence, R. I., always "drop into" Boston as a matter of religious duty, but Owners Buffington and Wilbur are not looking for new machines, and Dealers Robinson and Swenson long ago "signed up" for the year 1910. The show chiefly benefits the local agents in helping them bring "prospects" to a buying point, but the exhibitor who adds more than two or three eleventh-hour agents to his list counts himself fortunate.

Each year several manufacturers who are seeking agents and not owners or advertising, and who are impressed by the bigness of the Boston show, go there, and unaware of the conditions, they leave disappointed and return no more; others arise to take their places, but this year there were not enough of them to bring up the motorcycle section to its 1909 proportions. Then there were 16 exhibitors who displayed 73 machines. This year there are but 12 exhibitors who stage 47 motorcycles, and, as, excepting the Crouch, all had been seen and fully described at either the New York or the Chicago show, it follows that there is little newness and little else to interest those who visited the other shows.

Perhaps the most unexpected display is the four pedal-propelled Racycles included in the Miami Cycle & Mfg. Co.'s exhibit; two of them are finished in French gray, like the motor Racycle itself, and the latest model with its close-toothed sprocket and ½-inch pitch roller chain, is not only a nifty-looking product, but a smooth and silently running machine. An Indian fitted with the Holden duplex spring seat post was the nearest approach to novelty on or in any

of the machines which had been staged at the earlier shows.

The Crouch, the only one which had not been previously shown, was exhibited in three models, one of which, rated at 4 horsepower, is new. The engine, which differs from previous Crouch motors, is "square," $3\frac{1}{2} \times 3\frac{1}{2}$ inches; it employs New Departure double ball bearings and mechanical valves, both located in a offset chamber. It is suspended vertically in a cradle built into a frame of the double bar type, with the top tube sloping to provide a low saddle position. The tank, a square one, is located between the truss and top tubes; a force feed oil pump is arranged in the tank. The machine is provided with the Crouch spring fork and has a wheel base of 59 inches. It

Emblem Motor Co., Angola, N. Y.—Three Emblems; 2 singles, 1 twin.

Excelsior Supply Co., Chicago, Ill.—Three Excelsiors, all singles.

Hendee Mfg. Co., Springfield, Mass.—Seven Indians; 4 singles, 3 twins.

Merkel-Light Motor Co., Pottstown, Pa.—Four Merckels; 2 singles, 2 twins; one Light, single.

Miami Cycle & Mfg. Co., Middletown, O.—One single cylinder motor Racycle; four pedal-propelled Racycles.

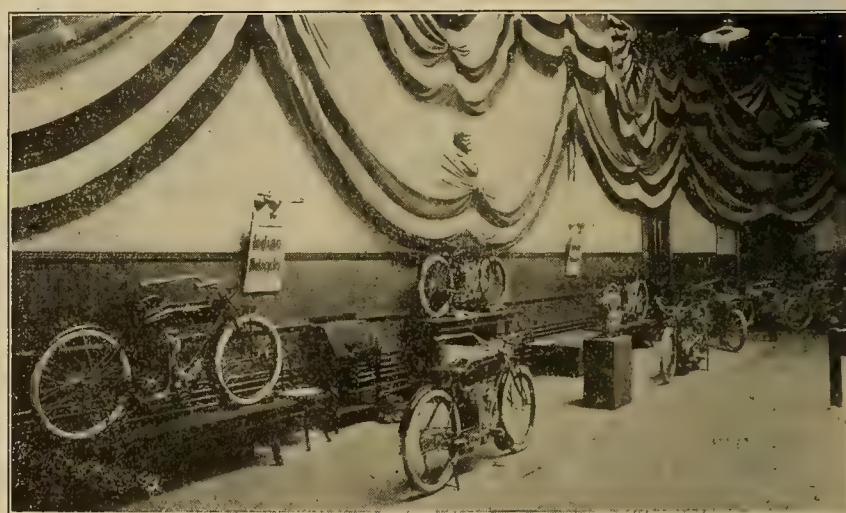
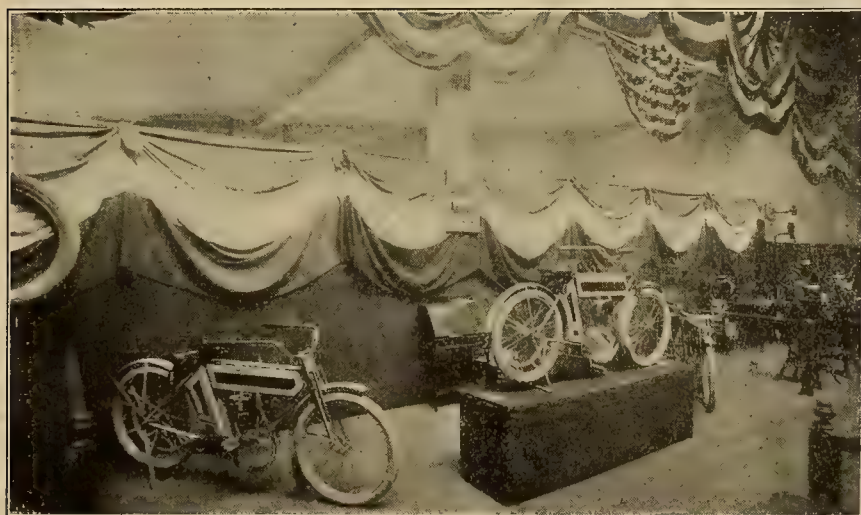
Pierce Cycle Co., Buffalo, N. Y.—Two Pierces; 1 four, 1 single.

Reading Standard Co., Reading, Pa.—Six R-S's; 2 singles, 2 twins, 2 delivery carriers, singles.

Another new comer on the local show circuit, which now has shifted to the smaller cities, is Albany, N. Y., which this week is enjoying its first automobile show in the state armory, under the auspices of the Tenth Regiment. There G. A. Feltman is showing the Emblem and R-S motorcycles.

Polish for the Motor Base.

There is no denying that a highly polished motor base adds much to the appearance of a machine, whereas if it is allowed to become streaked and tarnished it gives a weather beaten look to the motorcycle and if it is too much trouble to keep the exterior of a plain aluminum base clean it is better to have it enameled, for the presence of oil and grit will not be so apparent.



EXCELSIOR AND INDIAN EXHIBITS AT THE BOSTON SHOW

will be supplied with magneto ignition only, but option of flat or V belt is offered. The other Crouches are old models which have been altered only in respect to a few details.

There is plenty of elbow room in Talbot Hall, in which most of the motorcycles are staged and with the high ceiling and waste space and few visitors, they appear almost lost. Small attempt has been made at decoration, American flags constituting the chief evidence of it. When the motorcycle exhibitors desire to feast their eyes, they descend to the main floor where the automobiles are displayed under a most remarkable "apple orchard" in full bloom. It is remarkable in that it consists of spruce and other bark nailed around the posts supporting the rafters, boughs of various trees, to which artificial apple blossoms have been wired, being in turn nailed to the bark. It is simple and it is crude when viewed at close range, but when seen from a short distance is surprisingly beautiful and effective.

Of the 47 motorcycles in evidence, 31 are singles, 13 are twins and there is 1 "four." They are distributed as follows:

Aurora Automatic Machinery Co., Aurora, Ill.—Five Thors; 3 singles, 2 twins.

American Motor Co., Brockton, Mass.—Six M-M's; 5 singles, 1 twin.

Consolidated Mfg. Co., Toledo, Ohio—Three Yales; 2 singles, 1 twin.

Crouch Motor Co., Stoneham, Mass.—Three Crouches, all singles.

Reliance Motor Co., Owego, N. Y.—Three Reliances; 2 singles, 1 twin.

Motorcycles Staged at Four Shows.

Not since the start of the seventh annual F. A. M. endurance contest from Cleveland, O., last summer have the citizens of the Forest City been privileged to see so many and such a varied collection of motorcycles as are on exhibition at the eighth annual automobile show of the Cleveland Automobile Club, which is running in Central Armory this week.

In addition to most of the prominent local dealers, out of town agents also took space to exhibit their wares, thirteen brands of motorcycles being staged. The motorcycle exhibitors are the following: L. J. Mueller, Indian, Merkel and Light; Akron Auto Supply Co., New Era; Lister Bicycle Co., Racycle, Harley-Davidson and Yale; Casino Cycle & Supply Co., Thor and Excelsior; V. R. Hall Auto Co., M-M; Jepson Bros., Curtiss and Marvel; Collister & Sayle, R-S.

Out west, in Iowa, there are two shows in progress, one in Sioux City, the other in Des Moines. At the former the only motorcycle in evidence are the Thor and Racycle, shown by J. H. Hamilton, an enterprising local dealer, while in the latter city, the Indian is the only motorcycle displayed; it is exhibited by F. R. Jenkins, the local agent.

Exuding oil from the interior of the case and dirt from the road when distributed over the outside of a plain motor base stand out like a spot of ink on a white table cloth and no motorist who gives any thought to the appearance of himself or his machine will permit such conditions to attain.

Brass polish is not suitable for polishing aluminum, but the following mixture will give good results: Sulphuric acid, 10 parts; nitric acid, $7\frac{1}{2}$ parts, and table salt, 1 part. This preparation will make tarnished aluminum look like new, but care should be exercised not to get any on other parts of the machine, for it will ruin the finish and attack the metal. It should be applied with a bristle brush, and gloves should be worn to protect the hands. If it is desired to eschew the acid method, a mixture of turpentine and fine emery applied with a scouring brush and followed by a bath with gasoline to remove all traces of the compound will give a tip top result. When the motor is taken down for overhauling, it is a good opportunity to secure a mirror finish to an aluminum base with buffing chalk and a wheel, and plenty of chalk should be used.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

EXPORT YEAR OPENS WRONG WAY

Big Drop in "Other Europe" Causes a Net Loss—Nearly All Other Markets, However Show Gains.

The export year opened badly, the government statistics for January showing a loss of \$38,299, compared with the same period of last year, the figures amounting to \$60,629 and \$98,928, respectively. This entire loss is due to the big drop in exports to one of the 18 divisions of the foreign market, "Other Europe," which took only \$6,117 worth instead of the \$44,278 worth of last January, a decrease of \$38,161. Ten of the remaining divisions show gains aggregating \$15,673, while the rest took \$15,811 less. With the exception of the division "Other Europe," the market therefore practically was normal, the small losses in some countries being made up by corresponding gains in others.

The greatest actual and proportionate loss in any one single country is shown by France, which took only 5 per cent, of its quota for the same period of 1909, the figures being \$246 and \$4,983, respectively. Encouragement may be found in the figures for Germany, as this country for the first time in many months has increased its purchases of American bicycles. Japan shows a loss of over 60 per cent., when compared with last year's January exports.

The United Kingdom still is leading in imports of American made machines and increased its purchases during January by 25 per cent. over the same month of last year. British Australia, Other Asia and Oceania, Argentina, Other South America and Other Countries, also show substantial gains. In general it may be said that, with the exception of Germany and the Netherlands, the countries of Continental Europe have ceased to form the chief attraction for American cycle manufacturers, while Australia, South America and Asiatic countries, excepting Japan, are growing more important as markets for the Yankee bicycle. The report in detail:

Exported to—	January		Seven Months Ending January		
	1909	1910	1908	1909	1910
United Kingdom	\$12,946	\$16,126	\$64,930	\$46,047	\$58,018
Belgium	3,617	1,150	15,116	18,302	5,180
France	4,983	246	20,940	15,864	1,158
Germany	1,512	1,829	15,521	12,099	7,376
Italy	6,293	1,789	15,941	12,121	9,395
Netherlands	3,850	2,602	14,989	21,674	21,071
Other Europe	44,278	6,117	40,801	93,715	23,913
British North America	3,459	4,660	27,584	20,294	27,750
Mexico	3,159	4,830	55,238	35,731	34,510
Cuba	2,026	853	26,755	10,322	15,346
Other West Indies and Bermuda	1,404	1,426	15,564	9,620	8,283
Argentina	460	1,247	9,546	11,247	13,235
Brazil	495	118	5,826	3,370	2,639
Other South America	476	1,084	8,298	6,802	7,094
Japan	1,830	625	64,929	25,388	14,720
British Australasia	3,897	6,062	62,714	35,955	35,139
Other Asia and Oceania	3,614	8,019	8,771	16,565	26,363
Other countries	539	1,846	5,093	4,807	7,157
Total	\$98,928	\$60,629	\$478,556	\$399,923	\$318,347

Improvement of the Rubber Belt.

Greater flexibility and more durability than ever before are claimed for the improved construction which is disclosed in the new types of Shamrock-Gloria V belts which the N. S. U. Motor Co., of New York City, just has received from the other side. As will be seen by the accompanying illustration, the corrugations are extended on the sides considerably deeper than is possible at the center of the belt, enhancing the flexibility which has been provided in the deepening of the corrugations all the



way across, and the placing of them at closer intervals along the belt. Heavier canvas and a different quality of rubber, looking to increased length of service, are embodied in these improved belts for which the N. S. U. company is the American agent.

Use of the Asbestos Washer.

While copper gaskets are much to be preferred as packing for securing gas tight joints, it is not always possible to obtain them, in which case asbestos washers will serve as a good substitute. However, these require treatment to give good results and before using should be allowed to soak for several hours in olive oil followed by draining, a brief drying and a final rubbing in of fine black lead. This treatment will serve to give a good tight washer which will come adrift cleanly from the cylinder or other parts at any time without tearing.

Solution for Removing Verdigris.

An excellent solution for removing verdigris and stains from brass horns or lamps can be made by mixing a good metal polish with wood alcohol. This mixture should be applied to the brass and allowed to dry, when it may be rubbed off with a woolen cloth, leaving the surface in an excellent state of polishing. Owing to the nature of their ingredients many liquid polishes evaporate quickly when exposed to air, and should be kept sealed as much as possible.

GUESSES THAT PROMOTE SALES

Ohio Dealer Evolves Novel Variation of Familiar Contest—To be Tried Out on St. Patrick's Day.

Plans and methods for creating public interest in motorcycles and for reaching prospective buyers are engaging the activity and ingenuity of most of the progressive dealers, and one firm at least has discovered a means for making a distinctly motorcycle adaptation of the "guessing contest" scheme for stimulating trade, which has elements of novelty and bears superficial promise of good results. The Franklin Cycle and Supply Co., of Columbus, O., by whom the scheme is to be tried, discloses its nature in good sized newspaper advertisements bearing the big headings with the words "Motorcycle Guessing Contest." The advertisement is in part as follows:

On March 17th three motorcycles will start around the State House square at 8 a. m., and will continue to go around the square without stopping until 6 p. m.

H. A. Kientz will ride a Thor motorcycle.
J. A. Yates will ride a Reading Standard motorcycle.

Melvin Hays will ride an Excelsior motorcycle.

All these men are expert riders and prominent members of the Ohio Motorcycle Club.

To the person guessing nearest the aggregate number of miles traveled by all three machines.

We give a credit of \$50 on a new motorcycle.

To the second nearest guess we will give a \$25 credit on a new motorcycle.

To the third nearest guess we will give a \$10 credit on a new motorcycle.

The rider making best score will be given a \$10 prize.

Blank spaces are provided for the entering of the guess, the name and the address of those who read the advertisement, which directs that the blank be filled out and mailed to the Franklin company. The names obtained in this way necessarily are those of people who are attracted by the word "motorcycle," and who entertain some idea of purchasing a machine, since the rewards that are offered for the successful guesses are of benefit only to purchasers. The appearance of the three riders in their St. Patrick's day grind of lap after lap around the State House square also is looked to as a means for arousing popular interest, and the \$10 prize to the rider making the best score may be depended upon to keep up the animation of the day to an extent where the affair probably will "break into" the news columns of the local papers next day.

Beaumont Dealer Going to Orange.

Ely Rollins, now engaged in the bicycle business in Beaumont, Tex., is preparing to remove to the neighboring town of Orange. He will continue the business in the latter place.

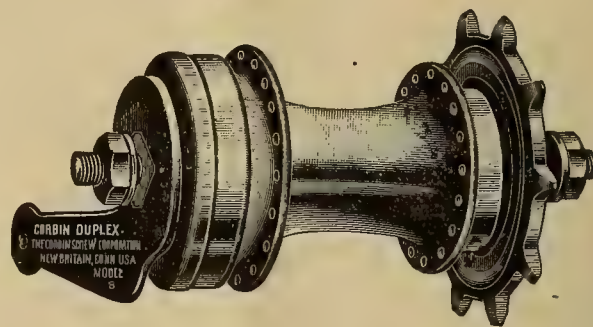
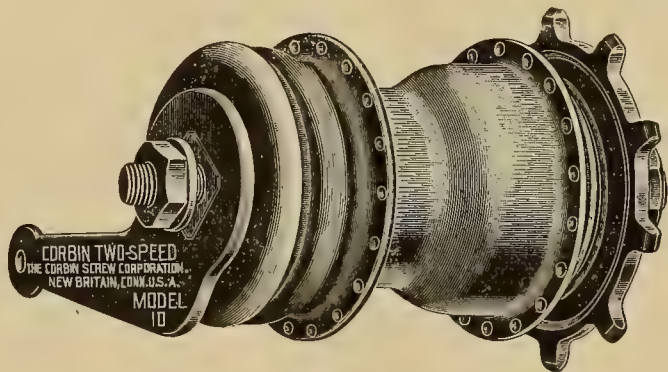
There is

Not One Good Reason

why every bicycle in use should not be fitted with coaster brakes.

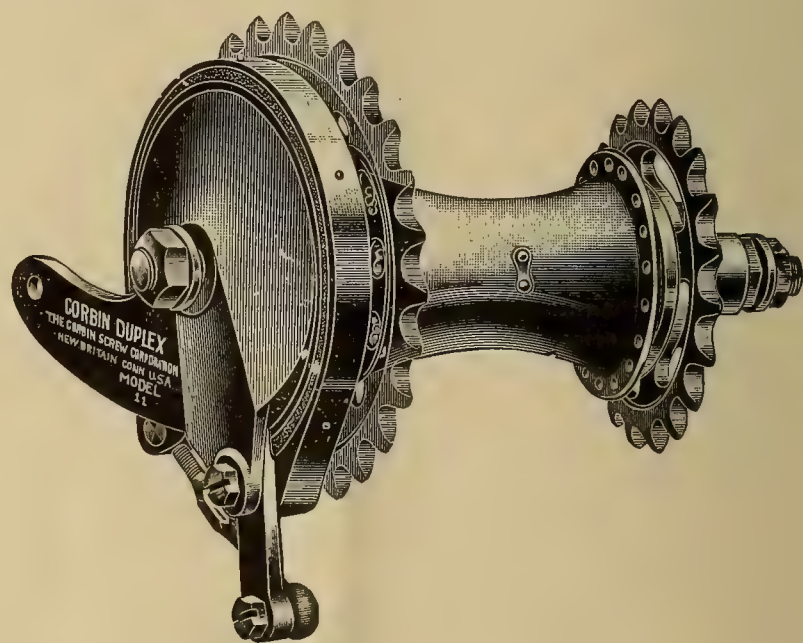
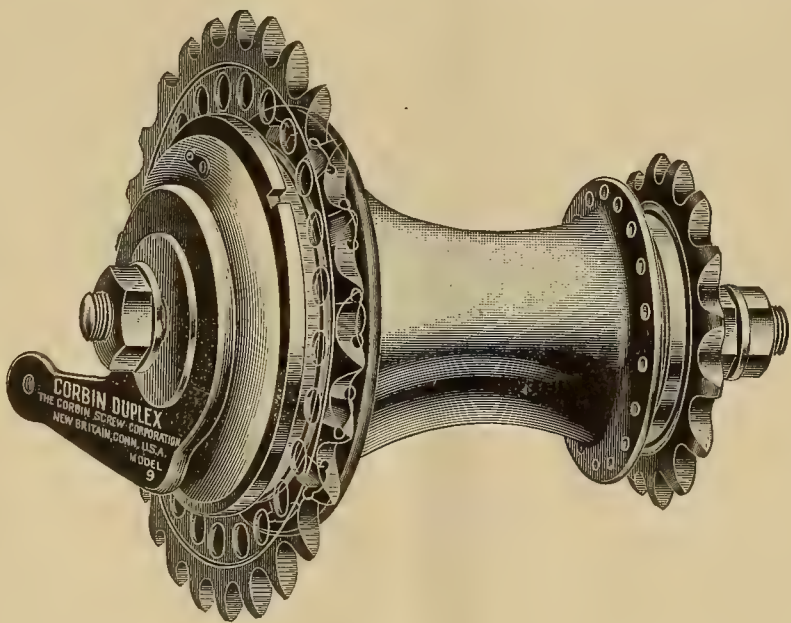
There Is Every Reason

why most of them should be fitted with



Corbin Coaster Brakes

just as most motorcycles in use or to be used are provided with one or the other of these Corbins:



Almost any rider who uses a Corbin will give you the reasons, if you do not already know them.

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MARCH 12, 1910.

"Please renew my subscription for another year, as I do not wish to miss a single copy of the Bicycling World. I do not see how I could get along without it."—Jesse M. Saffell, Fairpoint, Ohio.

Safeguards for Motorcycles.

Considering the lack of safeguards provided to render them inoperative when left unattended by their owners, it is surprising that thefts of magneto machines is not much greater than is the case. While with the battery machine the removal of the switch plug afforded a fair degree of protection from theft, at least insofar as the uninitiated were concerned, there is no such precautionary measure provided on magneto machines, and more is the reason that there should be such, for the machines are of greater value. With the wide knowledge of motor vehicles and their operation which the general public now possesses, it is easily possible for anyone so disposed, and who is but slightly versed in the lore of gasoline engines, to mount a machine standing unattended at the curb and make away with it, and this feat is rendered the more easy of accomplishment by reason of the great simplicity of operation of the average motorcycle.

Manufacturers therefore should recognize

the need of providing some means of quickly and conveniently rendering a magneto machine inoperative when its owner is out of sight. This easily could be accomplished by providing a removable plug in the magneto or somewhere in the ignition system. Lacking such means of protection, it seems a wise precaution for riders to carry a lock and chain to be fastened to the rear wheel and stays when leaving the machine unguarded. Such a lock should not be of the dog collar variety, which is about the size of a nickel, and the chain should be heavy enough to preclude its being readily cut with a pair of nippers. Considering the value of the property involved, as compared with the expense of safeguarding it, the precaution seems well worth heeding, particularly in large cities.

"Advance Work" that is Necessary.

From one-ring circuses to the most elaborate and high priced theatrical productions, the people in the "show business," as they call it, are wholly dependent for their bread and butter on the wisdom and shrewdness with which the managers of their enterprises judge human nature and get the public to give up its money. And in no line of business is there more importance placed on what is known as "advance work," for creating the preliminary interest and getting the attention of the people from whose pockets the money is to come.

An old circus proprietor once said that if upon arriving at a town he were offered the free use of an adequate building in which to give his show he nevertheless would pitch his tent, if for no other purpose than the advertising effect incident to the busy scene of driving the stakes, tugging at the ropes and hauling up the canvas. Press agents or "advance men" are paid big salaries to travel some days ahead of theatrical companies and create a stir about the "shows" that are to follow, and nobody ever saw "a grand, free outdoor performance," as announced by the traveling showman at the county fair, but what was designed to attract the crowd before the actual business of "getting the coin" was attempted, and not during or after the process.

Many a successful merchant and business man has drawn upon the wisdom of the "show business" in attracting and interesting the public and influencing it as he desired, and at this time of the year, when the great general riding season is shortly to commence, and possible customers are

beginning to get ripe, so to speak, every dealer in bicycles and motorcycles profitably can give a thought to doing some "advance work" to ensure his share of the business.

All the bothersome changes in his store or repair shop arrangements should be finished up now, and an adequate stock of goods put on display. Business in bicycles, according to the most trustworthy judgments, will be better than for years past, and that it will be good with motorcycles goes without question. It remains for the dealers individually to show by their activity in putting their establishments in shape and in having the goods in stock and attractively presented, that there is "something doing." Whatever further steps can be taken to have a crowd when the money spending begins will prove the dealer's ingenuity and ability.

About Lubricating Coaster Brakes.

What with the hard usage, abuse and lack of attention which they receive, it is cause for remark that motorcycle coaster brakes render such good service; it can be accounted for only by the degree of excellence in design, material and construction which has been incorporated in them by their makers. Particularly is this the case as regards their lubrication, for, so far as known, with one exception, the only means of introducing lubricant into the interior of the hub short of disassembling the mechanism is through a pinhole passage in the centre of the hubshell, which almost requires a magnifying glass to find it.

With its flimsy and insufficient snap cover, which soon fails to perform its function and allows dirt to choke the oil passage, this sole avenue of lubricating the mechanism occasionally receives a bit of perfunctory attention from the rider, while in many cases it never is given a thought, and the internal mechanism goes through the season, and sometimes through several, without attention, unless perforce the actuating members go on strike for want of lubrication or otherwise. There is no reason why small and neat oil or grease cups with hinged or snap covers should not be fitted to both front and rear hubs, and particularly the latter. They would permit of lubricant being introduced through a squirt gun with little or no inconvenience to the rider, and by their prominence and accessibility would be apt to insure more frequent attention being given to the need of lubricating the mechanism than is the case at present.

HOW THE "GRAFTER" WAS FOOLED

Insinuating Motorcycle Cop Matched by a Quick-witted Lad—Cop Got What He Asked for, All Right!

By what devious arts and insinuations the police of the average big city manage to extract "graft" from the tradesmen whose shops line their beats is well known. But hitherto, their attentions for the most part have been confined to other lines than those of the motorcycle and bicycle dealer, although the latter have not been wholly free from the "grafter's" attentions, as is proved by a recent occurrence in which,

Saying which the lad dashed into the shop and after a few minutes returned with a miscellaneous collection of junk, evidently gathered from the scrap box, which he dumped from his grimy fist into the waiting hand of the cop. There was no mistaking the look of disgust on the face of the policeman, who had named a list of much-needed replacements which he had expected to obtain for nothing. But under the circumstances, there was nothing for him to do but leave the place; which he did while the manager was complimenting the boy on his thoughtfulness.

Four Classes in New Jersey Contest.

There will be four classes in the annual endurance contest of the New Jersey Mo-

COMING EVENTS

April 10, Washington, D. C.—Washington Sports Association's sealed reliability motorcycle run; open.

May 1, New York City—Courier Cycle Club's first spring century run for bicycles and motorcycles; open.

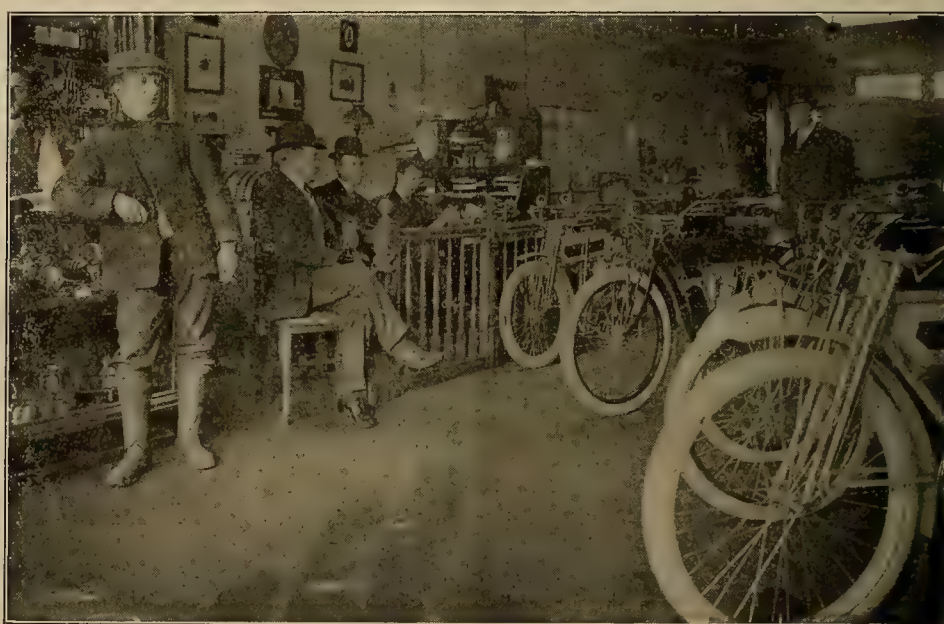
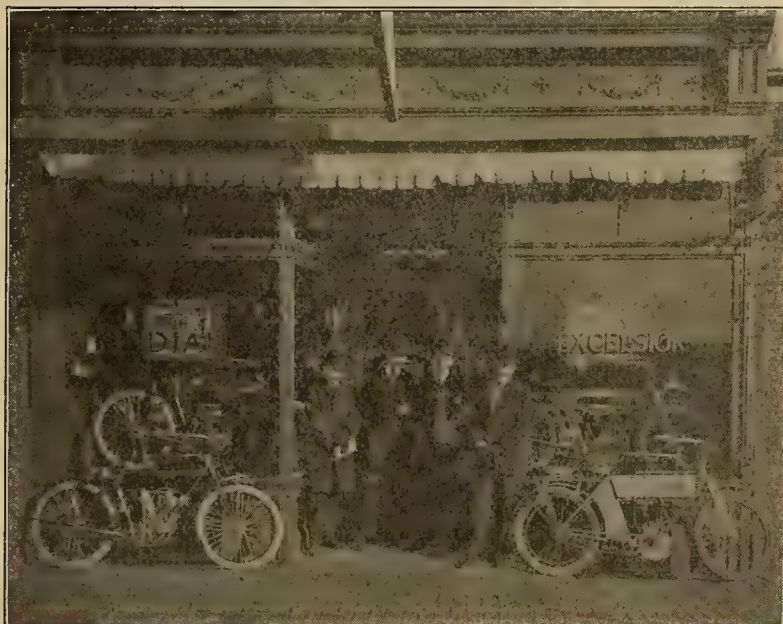
May 29-30, Newark, N. J.—New Jersey Motorcycle Club's 350 miles endurance run to Easton, Pa., and return; open.

May 30, Springfield, Mass.—Springfield Motorcycle Club's 500 miles race at Springfield Stadium; open.

June 5, New York City—Century Road

STORES OF WHICH THEIR OWNERS ARE PROUD

(III) CHARLES KRAUSS, PHILADELPHIA, PA.: AGENT FOR INDIAN AND EXCELSIOR MOTORCYCLES



however, the "biter was bitten," and in such a clever fashion as to "suggest things" to other dealers subject to such visits.

In the store in question, which is located in one of the several big cities of this country wherein motorcycle policemen are employed to patrol the boulevards, one particular cop was in the habit of making frequent visits for the purpose of tinkering his own machine, which he used when off duty. On such occasions he was wont boldly to invade the shop and make liberal use of the tools and fixtures. One day he turned up with a complaint to make.

"When I was in here the other day," he said, "I left a bunch of stuff that belonged to my machine lying on the bench. There was an extra vibrator spring and a couple of contact screws, a spare plug and some washers." He went on to name a number of other desirable small articles.

Before anyone else had time to speak, up piped the voice of a quick-witted youngster employed in the place.

"Hey, I know where that stuff is. I found it after you went out, and saved it for you."

torcycle Club, which will take place on May 30 and 31, with gold, silver and bronze medals to the persons making the best scores in each division. The several classes will be for private owners, for trade riders, for riders using machines with tandem attachments, and a division for women. The same system of scoring that prevailed in last year's contest will be enforced, that is, each contestant will be given 1,000 points at the start and have points deducted for minutes early or late at the controls.

The contest will start from Newark at 6 a. m. on May 30, the first checking station being at Asbury Park, 51 miles, where the riders are due at 9 a. m. The next stage of the journey will be to Trenton, via Point Pleasant and Lakewood, a distance of 65½ miles, with an allowance of 3 hours 45 minutes. From Trenton the route will be to Phillipsburg, 68 miles, where they will be due at 5.30 p. m. The night stop will be at Easton, Pa., just across the river from Phillipsburg, and the first checking station on the 31st will be at Monroe, 107½ miles from Easton, due to be reached at 1 p. m. The hill climb in connection with the run

Club Association's annual century run from Columbus Circle; open.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

will take place at Cushmall Hill, 50½ miles from Monroe, and located between Singac and Verona. From the latter place it is only a short run into Newark, where the run will finish at 4:15 p. m. The total distance is about 350 miles, of which 184 miles will be ridden the first day.

Harlem Club Acquires a Home.

The Harlem Motorcycle Club has acquired a part of the building at 61 West 124th street, New York City, which it will fix up with gymnasium, reading and billiard rooms. The acquisition of the new quarters will be signaled by a housewarming on Monday night next, 14th inst., at which time and place also will occur a meeting of the Metropolitan Association of Motorcycle Clubs.

COOK QUILTS F. A. M. SECRETARYSHIP

Tenders Resignation by Telegraph and is Succeeded by Indianapolis Man—Will Relieve Much Friction.

Leroy Cook, Boston, Mass., secretary of the Federation of American Motorcyclists, this week tendered his resignation and will be succeeded by C. F. Ball, of Indianapolis, Ind. Cook evidently made up his mind rather suddenly, as he wired his resignation to the president of the organization and the latter lost no time in tendering the office to Ball, who is secretary of the Western District; Ball as promptly accepted it.

Cook's resignation will prove no surprise to those familiar with the internal conditions of the F. A. M., and will relieve a situation that was fast becoming intolerable. Personally an agreeable and likeable young man, Cook disappointed the hopes of even his best friends and supporters who "rail-roaded" him into the secretaryship last August, so fearful were they that Henry J. Wehman, who had filled the office for five years, might be again presented as a candidate. Wehman's name was not presented, however, but it was not long before those in authority felt the effects of his absence, as for nearly two months after his election Cook paid absolutely no attention to the duties of his position. Applications for membership, checks, letters and telegrams piled up on the desk of the office in Boston, in which he had obtained desk room. It was utterly impossible to get an answer of any sort from him, and matters reached such a state that, as now is well known, the president took action toward his suspension and removal from office. This movement had made considerable progress, but something happened and it suddenly was halted and Cook "got busy" and caught up with most of his work. He pleaded illness as the cause of his dereliction.

Despite the "smoothing over," however, more or less friction since has existed. It has been charged that it has been well nigh impossible to promptly obtain records or information from Cook, and according to one report Chairman Estabrook, of the membership committee, became so incensed that latterly he has refused to deal with the secretary, while one of the vice-presidents is said to have given him notice that unless he attended to certain matters within a given period, he, the vice-president, would prefer charges against him.

Whether this pressure had anything to do with Cook's sudden resignation has not become known, but as his successor, C. F. Ball, is located in the same city as the president, that matters will be greatly facilitated there is no doubt.

Collins Beats Motor Cars in Stiff Climb.

As usual a motor bicycle scored the fastest time at the annual hill climb pro-

moted by the Automobile Trade Association of Oakland and Alameda county, at Oakland, Cal., on February 27th. The hill was 6-10 of a mile in length with grades varying from 15 to 20 per cent., nearly all the way. A large portion of the road surface was clay, and the wet weather had made it quite slippery. The fastest time scored by an automobile in any of the events was 52½ seconds, but W. G. Collins, of San Francisco, mounted upon a 7 horsepower Indian, made the ascent in 40 seconds flat, or at the rate of 54 miles an hour.

Los Angeles Applies for Championships.

The Los Angeles Motorcycle Club has announced that it will hold a big race meet at the Ascot Park mile dirt track on Sunday, March 27th, and a committee consisting of Howard Shafer, chairman; O. T. Stanton, A. Menagay, C. E. Anderson and A. J. Johnson, has been appointed to work up the details. The program has not been announced, but the club is not a bit bashful about asking for what it wants. Through the advisory board in Los Angeles, the club has applied to the Federation of American Motorcyclists' competition committee for permission to decide the five and ten miles and the one hour national championships at this meet. As there are only five national championships and as it is not usual to run any of them until the season is well advanced, it scarcely seems probable that the club will get what it asks for.

Californians on Cross-Continent Tour.

V. E. Davis, vice-president of the San Francisco Motorcycle Club, is leisurely transcontinentalizing from that city to New York, via New Orleans. Davis, accompanied by J. Sorenson, left San Francisco on February 5th, and is proceeding south via Los Angeles, Yuma, San Antonio and New Orleans. Sorenson will stop at the latter place, but Davis will continue to New York City. Both riders are mounted on 5 horsepower Indian motorcycles, fitted with Morgan & Wright tires.

"Silk Socks" Suit Settled for Half Price.

The now-famous law suit between Walter De Mara and Iver Lawson, which grew out of the item of a pair of silk socks in the last New York six days race, charged by Lawson to the joint expense account of the team, and of which De Mara claimed he had no knowledge, finally has been settled out of court. It is said that Lawson compromised for \$25 cash. De Mara had brought suit for \$50, which he claimed was due him from Lawson.

Baltimore has Another Cycling Club.

The Federal Cycling Club has been organized in Baltimore, Md., with headquarters at 137 East West street. C. W. T. Julier has been elected president and the board of directors will be composed of C. W. T. Julier, Joseph Scheurich, August Pulz, John Kramer and Henry Schriener. The club's colors will be turquoise blue and yellow.

COULDN'T CATCH THE "KID" TEAMS

Veterans Finish in the Ruck of Buffalo Six Days Race—Hill Triumphs in the Final Sprint.

In a finish that was sensational if not exciting, the team of Fred Hill and Peter Drobach, both of Boston, Mass., won the ten hours a day six days race that finished in the Broadway Arsenal, Buffalo, N. Y., a few minutes after 11 o'clock Saturday night last, March 5th. Walter De Mara, of San Francisco, and Charles Stein, of Brooklyn, were second, and the Bedell brothers, late of Long Island, but now residing in Newark, N. J., were third. These three teams were tied at the finish with 1,353 miles 8 laps, the final positions being decided by the customary mile sprint.

Besides these three teams, six other combinations were tied at the finish, but one lap behind the leaders, and a mile sprint also was necessary to decide the positions. It resulted in the team of Lawson and Moran receiving fourth money, Root and Hehir fifth, Lawrence and Wiley sixth, while the Kramer-Fogler and Cameron-Mitten combination rode a tie for seventh money. Vanoni and West finished ninth. The reconstructed team of Bardgett and Jones were last, or in tenth position, three laps behind the leaders.

Before detailing the way the deciding sprints were run it might be remarked that the Buffalo six days race was the most remarkable instalment-plan grind of the sort that ever has taken place. Not only were the contestants well matched, but so much personal animosity was engendered between the riders in the first two days of the race that instead of developing into a tiresome grind, as usually is the case, the race got more sprightly as it progressed. The climax came on Thursday, the fourth day, when the teams of De Mara-Stein and Hill-Drobach succeeded in lapping the field, and that two teams of riders who only a year or so ago were riding in the amateur ranks, were able to lap veterans of a decade, was nothing short of remarkable.

Although the track was a foot or two short of the requisite distance, and for that reason the records made upon it the first instalment of ten hours will not be inscribed upon the official books, the mileage was none the less noteworthy. The pace was never less than 19 or 20 miles an hour, and frequently ran as high as 26 miles an hour. The average for the week was more than 22 miles per hour for the 60 hours of riding.

It is natural that such a pace would have a telling effect upon the riders, and it did. Throughout, the race was a succession of sprints and slashing grinds and it is no wonder that even the veterans were at times hard put to keep up with the field. Such veteran long distance riders as Fogler, Mo-

ran, Root, Lawson, Wiley and the Bedells admit that it was the hardest contest of their several experiences. Financially the race was a success, the gate receipts for the week amounting to \$5,141, of which sum the riders received 35 per cent., divided proportionately to the position of the teams at the finish.

The feature of the final ten hours, outside of the deciding mile sprints, was the determined effort of several of the lapped teams to place themselves on a level with the leaders. At one time Kramer had gained a considerable distance on the field, but his partner, Fogler, was tired and could not hold the advantage gained, much less widen the gap. Bardgett and Jones also made several furious sprints in an effort to get even with the second division. In the 56th hour Root began a terrific sprint and had gained a half lap on the field when Hehir relieved and increased the gain to three-quarters of a lap. Kramer relieved Fogler and sprinted after Hehir, detaching himself from the field. At this stage Bedell's saddle broke and the referee rang the bell, or these teams might have gained the lap. In the next hour another wild sprint began and lasted for more than 20 minutes. Early in the afternoon Lawrence and Wiley had almost gained a lap when one of the riders' chain snapped and the effort was made fruitless. In the last hour there was more heart-breaking jamming, so it is no wonder that when the riders were called out for the last mile they were all tired.

De Mara, Hill and John Bedell were selected to do the sprinting for their teams and when the pistol announced the signal De Mara was leading slowly with Bedell watching him, and Hill trailing the latter. One, two, three, four and then five laps were covered slowly, without a change in the positions. Then on the beginning of the first turn into the sixth lap the sensation occurred. John Bedell was riding high on the bank, pedaling slowly, when his right foot struck the incline, and he slid down. De Mara, who was leading at the time, heard the crash, and without looking around, he jumped and sprinted like a frightened deer. In the meantime Hill had to get around the fallen Bedell and De Mara increased his lead. It was only for a second however, as Hill dug into his pedals as though his life depended upon it and soon decreased the distance between himself and De Mara. The latter began to tire rapidly and when the bell rang for the last lap Hill was only two lengths behind the San Franciscan, and his partner in the New York six days race year before last. Half way around, on the backstretch, Hill jumped and passed De Mara easily and won by a dozen lengths. It appeared that De Mara didn't try after Hill passed him, but he states that some spokes broke from his rear wheel and that he couldn't sprint although he tried. Hill was given a great ovation as he crossed the finish line. Bedell rode a lap to clinch third position. The misfortune of John Be-



WALTER DE MARA

dell was only a sample of the ill-luck that always has pursued this interesting team of brothers. By all criterions of previous performances Bedell should have won the



FRED HILL

sprint. Hill's victory, however, was none the less deserved.

With the first three positions decided, Lawson, Hehir, Lawrence, Fogler, Mitten and West came upon the track to decide the tie for fourth and the remaining places. What's the matter with Kramer?" the crowd yelled when they saw Fogler line up for the team. Kramer had heard that there was a big combination against him and obstinately refused to ride, although coaxed to do so by Fogler. Finally, seeing that persuasion was useless, Fogler took his place in the lineup and the crowd was robbed of seeing a Kramer-Lawson battle for the money. Kramer was much censured for his action, both by his fellow-riders and the spectators.

The final mile between the second division was a rough ride and positions changed rapidly in the first five laps. At the half mile West jumped, with Lawson on his rear wheel and Hehir just back of Lawson. The order was not changed until the last lap when Lawson passed West and nosed the way to the tape. Hehir tried to fight Lawson, but did not have the speed, and Lawrence finished back of the Australian. Fogler and Mitten rode a dead heat for fourth position, or seventh money, and West was last of the second division men to cross the tape. The final placing was as follows:

	M.	L.
1 F. Hill-P. Drobach	1,353	8
2 W. De Mara-C. Stein	1,353	8
3 J. Bedell-M. Bedell	1,353	8
4 I. Lawson-J. Moran	1,353	7
5 E. Root-P. Hehir	1,353	7
6 P. Lawrence-G. Wiley	1,353	7
7-8 F. Kramer-J. Fogler	*1,353	7
7-8 G. Cameron-W. Mitten	*1,353	7
9 C. Vanoni-F. West	1,353	7
10 W. Bardgett-F. Jones	1,353	5

* Dead heat.

How One Official Helps F. A. M.

The chairman of the competition committee of the Federation of American Motorcyclists was called on the 'phone one day this week and asked for information regarding a subject of some interest to members of the organization and motorcyclists generally.

"Then there is no news?" was vouchsafed by the inquirer.

"If there was, I wouldn't give it to the *Bicycling World*," was the reply of the patriotic and broad-minded possessor of a judicial mind bent on furthering the interests of the organization which pays him \$400 per year.

Walthour Settles Down in Germany.

Robert J. Walthour, the American pace-follower, who some time ago sold his property in Atlanta, Ga., and announced that he would reside permanently in Europe, has selected an abiding place for himself and family. He has chosen the city of Dresden, as a majority of his races this season will be in Germany. Nat Butler may also reside in the land of Teutons.

BALKE, SEYMOUR AND A TUMBLE

They Provide the Chief Excitement at Los Angeles Motorcycle Meet—Briggs and Kittle Score.

Charles Balke, Thor, and Raymond Seymour, R-S, furnished nine-tenths of the excitement at the Los Angeles 3½ laps saucer track on Sunday last, 6th inst. The other one-tenth was supplied in a spectacular tumble that fortunately resulted in nothing more serious than a broken nose for M. J. Graves, one of the victims. A small crowd was in attendance, numbering not more than 1,200 people.

Two Excelsior machines, ridden respectively by Clarence Briggs and F. Montgomery, proved their mettle in the six miles for private owners on fully equipped stock machines, the former winning after a rather good run in 6:42. Then H. Kittle, on a Thor, took Graves's measure in a ten miles race for machines not greater than 48 cubic inches piston displacement, Seymour coming in third.

The two professional races were not worth a great deal of money to witness. In the six miles match between Whittler, on a Merkel, and Lingenfelder; on an Indian, the Salt Lake City crack put it all over Lingenfelder in two straight heats, the first being covered in 4:55 and the second in 4:51. In the twelve miles free-for-all, however, in which Arthur Mitchel, also on a Merkel, was the third starter, Lingenfelder had things pretty much his own way. Whittler and Mitchel both had trouble and Lingenfelder finished the last six miles alone. His time was 10:19.

The two most spectacular races of the afternoon were the six miles free-for-all amateur and the 15 miles for machines not exceeding 30½ cubic inches piston displacement. In the six miles Graves and Ward began to lead the field of five starters, and they had gone three laps when Graves slipped off the banking and gouged his pedal into it. The shock was sufficient to throw him back to the center of the track. It all happened so quickly that Ward had to swerve to keep from hitting Graves. The latter fell heavily and Ward after wobbling uncertainly for a few yards also toppled over. Balke, Kittle and Seymour were riding like fiends 30 yards behind Ward. Balke dodged Ward as the latter fell, and barely missed hitting the fence at the top of the track. Balke and Seymour pulled away from Kittle, Balke winning in a grueling finish. Seymour protested Balke, claiming the Thor rider fouled him near the finish. The protest was not decided. Meanwhile the crowd had rushed to the far side of the track where Graves was trying to collect his scattered wits. The boy had struck the hard track with his head but his leather helmet saved him from a fractured skull. His nose was broken, how-

ever, his face badly bruised, while half a hundred splinters pierced his shoulders and back. Ward was unhurt.

In the 15 miles race for singles, which came as the final event of the day, Balke and Seymour certainly treated the small crowd to a pretty exhibition of racing. For seven miles Balke and Seymour raced neck and neck, when the latter gained about a foot. In the succeeding three laps Balke gradually cut down the lead and took his turn in leading Seymour. After that the youngsters see-sawed back and forth until the last half mile, when Balke, crouching as low over the handle bars as possible, crept up and up, until he crossed the tape a couple of wheel lengths to the good. The summaries:

Six miles amateur, private owners, fully equipped stock machines, 30½ cubic inches—Won by Clarence Briggs, Excelsior; second, F. Montgomery, Excelsior; third, R. Niederhauser, Indian. Time, 6:42.

Ten miles amateur, 48 cubic inches—Won by H. Kittle, Thor; second, M. J. Graves, Indian; third, Raymond Seymour, R-S. Time, 9:09.

Six miles match, professional, between Edward Lingenfelder, Indian, and Fred E. Whittler, Merkel—First heat won by Whittler. Time, 4:55. Second heat and match won by Whittler. Time, 4:51.

Fifteen miles amateur, 30½ cubic inches—Won by Charles Balke, Thor; second, Raymond Seymour, R-S. Time, 14:40.

Twelve miles, professional, free-for-all—Won by Edward Lingenfelder, Indian; Whittler and Mitchel did not finish. Time, 10:19.

Six miles amateur, 61 cubic inches—Won by Chales Balke, Thor; second, Raymond Seymour, R-S; third, H. Kittle, R-S. Time, 5:10. C. Balke was protested for reckless riding.

Sullivan Chosen to Head Concourses.

With two members proposed for the presidency the annual election of the Concourse Motorcycle Club, New York City, on Tuesday night last, 8th inst., developed into a spirited meeting. Maurice P. Sullivan, well-known among metropolitan motorcyclists, won the battle of ballots. The other officers chosen were: Vice-president, Benjamin D. Lott; recording secretary, Joseph Rehman; corresponding secretary, Clinton L. Frobisher; financial secretary, Leo Herberger; captain, William A. McClelland; first lieutenant, Vandervoort H. Downes; second lieutenant, Eugene C. Lesser. The Concourse club will hold its annual dinner at the Hotel Gerard, New York City, Tuesday evening, April 5th, to attend which an invitation has been extended to all members of clubs comprising the Metropolitan Association of Motorcycle Clubs.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

BROOKLYN WINS ON FLAT FLOOR

Tags New York Contingent in Pursuit Race and Captures the Handicap—Brown Shines as Armory Sprinter.

That flat floor bicycle races are far more interesting than running races or other forms of athletic competition was again proved on Saturday night 1st 5th inst., when the Twenty-third Regiment held its annual games in its Brooklyn armory. The principal event of the evening was a five miles inter-city pursuit race between two riders from New York and the same number from Brooklyn, and when the latter combination won, the Brooklyn spectators gave the winning riders an ovation that was not accorded to the victors of any other events.

New York was represented by William Van den Dries and Charles Nerent, two flat floor experts, while Walter Raleigh and H. R. Brown lined up to uphold Brooklyn's honor. As Vanden Dries has won a majority of the indoor races this winter and is regarded as almost invincible upon the level floor the excitement was intense as the riders started from opposite sides of the track.

When the Brooklyn riders began to gain the excitement of the spectators knew no bounds, but the exultant should was soon changed to dismay when Raleigh began to tire. Brown, however, set sail after the New Yorkers and was more than holding his own when Nerent became fatigued, with only three-quarters of a lap to go. Brown sprinted and when the gun was fired for the finish, he was 40 yards ahead of Vanden Dries. The time was 12:37½.

The Brooklyn "fans" had further cause for exultation later in the evening when the two miles bicycle handicap was run. Brown was given 30 yards handicap and he made such good use of it that he was able to lead Vanden Dries, the scratch man, across the tape. Nerent, who started from 80 yards, finished third. The time was 4:56½. The summaries:

Five miles inter-city pursuit—Won by Brooklyn team (H. R. Brown, Jr., and Walter Raleigh); second, New York team (William Vanden Dries and Charles Nerent). Time, 12:37½.

Two miles handicap—Won by H. R. Brown, Jr., 23d regiment (30); second, William Vanden Dries, 22d regiment (scratch); third, Charles Nerent, 71st regiment (80). Time, 4:56½.

College City Club Chooses Officers.

The Berkeley Wheelmen, of Berkeley, Cal., which recently reorganized as the College City Wheelmen, has elected the following officers: President, S. Whitehouse; treasurer, L. A. Moore; secretary, S. E. Schachteback; captain, Thomas Taylor. The club has filed its application for membership in the California Associated Cyclists.

MORE MOTORCYCLES FOR CHICAGO

Police Squad Enlarged by the Purchase of a Dozen Additional Machines—Practising Slow Running.

Chicago, which was the last big city to awaken to the value of a cycle squad, and which created one only last fall, has found it so useful that it has been enlarged by the purchase of 12 additional motorcycles, the order for which just has been placed with the Excelsior Supply Co. The squad, too, is to act as an escort to President Taft in the big Windy City parade on March 17, and at present the policemen are being put through a series of practice runs, partly

surrounded by fifteen large and grim visaged policemen. His dismay was so complete that he was permitted to go with nothing but a verbal chastisement.

Motorcycles for Use in Remote Spot.

Although the Island of Guam is a mere speck in the Pacific Ocean, nearly 5,000 miles from San Francisco, C. C. Hopkins, of San Francisco, recently sold Indian motorcycles to several of the few Americans whose duty obliges them to reside on the isolated spot. Guam is the southernmost of the Ladrone Islands, lying in the Pacific Ocean southeast of the Philippine Islands, and it came into the possession of the United States in 1898. One of the trans-Pacific cable stations is located there. Its area is about 100 square miles and the pop-

REDUCING THE UPKEEP EXPENSE

Important "Makesures" that Prevent Trouble—An Expert Points Out the Things That Should be Given Attention.

Asked what in his judgment would safeguard the upkeep expense attending the operation of a motor vehicle, a well known gasoline engine expert offered the following "make sures" against the usual "guesses" of the average operator:

That there is plenty of oil in the tank, that it is feeding properly and that the oil is the best obtainable. A little oil in the right place at the right time, will forestall a big repair bill.



CHICAGO'S MOTORCYCLE POLICE SQUAD LINED UP FOR A PRACTICE RUN.

with a view to having the men learn how to run slowly enough to keep pace with the marching portions of the parade when it takes place.

The accompanying illustration shows the latest group to be added to the squad, as they were taken while on a practice run, and the picture may not be without value in suggesting a suitable grouping for clubs that desire to compete for the Bicycling World's "Best Appearance" cup. None of the men had ever ridden a motorcycle prior to taking up instruction in the squad about 10 weeks ago, but all of them readily became proficient in the operation of their mounts, which, of course, are Excelsiors, which readily lend themselves to slow running.

While the squad was taking one of its slow running exercises on Michigan boulevard, an amusing incident occurred. A chauffeur overtook the officers, and, apparently mistaking them for national guardsmen, loudly ordered them to "break away" and not take up so much room. When they did not give way quickly enough to suit him he crowded his car into the line, but almost collapsed when he found himself

ulation a little less than 5,000. Despite the distance of Guam from San Francisco the inhabitants are not so isolated as may be supposed. By cable and telephone they make their wants known in a few minutes and one of the government transports touches the island every month. The cable office in San Francisco sends daily bulletins of important events, and the far away island is probably in closer touch of the affairs of the world than many American villages off the beaten track. The Indian motorcycles which Hopkins sold were purchased by the cable operators, and will be used by them in traveling between the settlement and the cable station, nine miles distant. Despite its small size there are about 40 miles of good road on the island.

Recognizing Utility of Motorcycles.

To keep abreast with the times Pabst Bros., commission merchants of Galveston, Tex., have equipped all their traveling men with motorcycles. The Cleveland (O.) Telephone Co. is another business institution that, having awakened to the value of motorcycles, has placed an order for four machines, all of them Harley-Davidsons.

That all bearings are properly adjusted. One loose bearing has a tendency to loosen others, causing knocks, loss of power and crystallization of metal. More harm can be done to a motor by running it on loose bearings for a few days than would result from a year's ordinary use.

That cylinders, pistons and valves are not coated with carbon. Kerosene oil will not remove it, once it is baked on, without the assistance of a scraper.

That wheels are properly adjusted. It will save tires and cones.

That rear hub mechanism always is kept well oiled and the wheel free from binding.

That all nuts and bolts are kept tight.

Ten minutes use of a wrench each week will prevent many a break.

That the motor is kept clean. Better results will be obtained from a machine, and better work from any repair man, who is obliged to work on it.

"My experience has taught me," added the expert, "that neglect of these details is responsible for nine-tenths of the repairs that become necessary. Aside from the repairs, attention to these matters will save dollars in depreciation of the machine."

SCHIEDER KEEPS UP HIS GOOD WORK

**Buffalo Amateur Again Proves His Prowess
—Wins from Scratch and Loses Handicap by Small Margin.**

Joseph Schieder, the crack sprinter of the Central Young Men's Christian Association of Buffalo, N. Y., has a new nickname. Hereafter he will be known as "Vacuum Cleaner" Schieder. At the last games of the Seventy-fourth Regiment A. A., held in Buffalo, two weeks ago, Schieder displayed his cleaning-up proclivities by sweeping the armory floor clean in all the bicycle races. At the Sixty-fifth Regiment A. A. games, held in Buffalo last Friday night, March 4th, Schieder further laurel-wreathed himself by winning the scratch race and making a brilliant ride in the handicap event.

The meeting was one of the best that has been held in Buffalo for some time, and although the six days race, which was in progress at the Broadway Arsenal, attracted more than 5,000 people, practically the same number viewed the races at the Sixty-fifth Regiment armory, which shows that Buffalo is a sport-loving town in the first category.

The two miles lap race was the feature of the evening and Schieder certainly rode brilliantly. His succession of sprints kept the crowd howling with delight from start to finish and he received a great ovation when he crossed the finish line with 51 points. Edward Delling, who finished second to Schieder in the third trial heat, was second with 43 points. Fred Schudt and Al Krushel had quite a battle for third place, Schudt scoring by three points. The time for the two miles was 4:39, which is good going for a level floor.

Edward Arenz and Schieder were the only honor markers to qualify in the trial heats of the two miles handicap, but the generous handicaps allotted to two members of the Reading Standard Club proved too great an obstacle for even Schieder to overcome. He rode like a young whirlwind and succeeded in overtaking the field in the last lap, but he was tired out from his early exertions and finished third.

Twenty-eight new ones faced the starter in the mile novice and some of them were lilliputian in stature. The winner turned up in the person of Charles Schmidt, who possessed plenty of speed and stamina. Schmidt will be heard from in future contests. The summaries:

One mile novice—First heat won by F. V. Webber; second, A. C. Hewett; third, J. C. Souter. Time, 2:32½. Second heat won by Albert J. Striebich; second, L. L. Roth, Jr.; third, Frank Hctor. Time, 2:39½. Third heat won by Charles Schmidt; second, Joseph Muehlbauer; third, L. J. Bennett. Time, 2:32¾. Fourth heat won by John Smith; second, J. L. Walter; third, G. F. Minkle. Time, 2:36. Final heat won

by Schmidt; second, Weber; third, Hewitt; fourth, Striebich. Time, 2:27.

Two miles lap—First heat won by Al. Krushel, 58 points; second, E. C. Arenz, 48 points; third, H. G. Becker, 34 points. Time, 4:46½; second heat won by Alfred Mercer, 65 points; second, Fred Schudt, 56 points; third, F. P. Scott, 40 points. Time, 4:43¾. Third heat won by Joseph Schieder, 58 points; second, Edward Delling, 43 points; third, Joe Tanner, 37 points. Time, 4:41. Final heat won by Schieder, 51 points; second, Delling 43 points; third, Schudt, 37 points; fourth, Krushel, 34 points. Time, 4:39.

Two miles handicap—First heat won by Al. Mercer (50); second, Al. Krushel (35); third, E. C. Arenz (scratch). Time, 4:43¾. Second heat won by Tony Burke (35); second, Joe Tanner (60); third, Leo Brietwaser (125). Time, 4:44¾. Third heat won by A. N. Hare (175); second, L. N. Roth (200); third, F. V. Weber (190). Time, 4:43½. Fourth heat won by Joseph Schieder (scratch); second, H. J. Young (180); third, F. S. Scott (70). Time, 4:36. Final heat won by Young; second, Hare; third, Schieder; fourth, Krushel. Time, 4:40¾.

Ten Hours Race for Buffalo Amateurs.

Buffalo's amateur bicycle riders will have their first try at long distance team racing today (Saturday), when a 10 hours' race will be held at the Broadway Arsenal, upon the banked board track where the six days race was held last week.

The race will begin at 1 o'clock and will finish at 11 p. m., and the amateurs expect to make nearly as good time as the professionals did last week. The same rules that governed the six days race will prevail, except that the awards will consist of amateur prizes, larger, however, than the usual limit of \$35, made possible through a special dispensation of the N. C. A.

Ever since the ten laps saucer was erected there has been a wide public demand that at least one amateur race meet be held upon it before the track is taken to pieces, and the promoters of the recent six days race decided to promote a ten hours team race. The teams that will ride are as follows:

Edward Delling and Joseph Schieder, Leo Breitwaser and H. G. Becker, Fred Schudt and Al. Krushel, Tony Burke and Adam Fischer, T. D. Hitchcock and R. J. Hoover, A. N. Hare and Fred C. Flach, Joseph Tanner and John Tanner, George Hctor and C. E. Mortimer, E. C. Arenz and Alfred Mercer, E. Clark and R. Chebot, William J. Anthony and Charles Bowe, J. Pfrang and Albert M. Linderman, J. Streibich and F. V. Weber, E. P. Scott and W. E. Andrews.

Butler County Cyclists Choose Officers.

The Butler County Bicycle Club of Middletown, Ohio, has elected the following officers: President, Carl Jorzick; vice-president, John Demoret; corresponding secretary, John Crocker; financial secretary, Paul Martin; treasurer, Robert Loge.

"OLD MAN" BUTLER RUBBING IT IN

**Baldheaded American Again Shows the Way
to Foreign Cracks—Rides Rings
Around His Opponents.**

Just to show that his victory over Conneten and Seres in the Prix Stephane at the Paris winter track on February 13th was not a fluke, Nat H. Butler gave Seres another opportunity to wrest the honors from him at the same track the following Sunday, February 20th. The event was the fourth annual Prix Elkes, which had been won for three years by Darragon. Seres and Huybrecht, a Belgian, who is expected to be a second Verbist, were Butler's opponents, but the veteran American had little difficulty in winning both heats. The other principal event was the Grand Prix d'Ouverture, which was won by Pouchois.

In the first heat the three riders got away to a good start with Seres, paced by Caudriller, in the lead, Huybrecht behind Ceurremans, second, and Butler, paced by Lauthier, last. Seres gradually opened a gap and was soon a half lap in advance. The Belgian, Huybrecht, came up strong and attacked Seres, but the Frenchman held him off so prettily that Huybrecht was soon en panne for a loss of three laps. The duel between Butler and Seres was short but decisive and at 10 kilometers the American was 200 meters in the lead, the distance being covered in 9:03½. Butler then still further increased his advantage, while Huybrecht passed Seres, the latter seemingly having lost a great deal of his assurance. Twelve laps before the finish Butler lapped Seres for the second time, and just before crossing the finish line added another lap against Seres. The time for the 20 kilometers was 18:00½.

Huybrecht started off in the lead in the second heat, at 30 kilometers, but was passed by Seres so fast that he nearly succeeded in lapping Butler. In the meantime the Belgian had trouble with his pacing machine and was passed by Butler and lapped by Seres. Butler did not relish having Seres so close behind him, so he called for more speed and literally burned up the boards, lapping Huybrecht and passing Seres. As soon as the American passed Seres, the latter's feet became cold and he lost ground rapidly. The time for 10 kilometers was 9:10. Between the 10th and 20th kilometers Butler lapped both Seres and Huybrecht, the latter putting up a splendid fight before being passed. The last 10 kilometers were easy for the veteran American, as all he had to do was to keep moving in order to win. At the finish Huybrecht was 3½ laps behind, and Seres 10½ laps in the ruck. The victory was decided by the addition of time in the two heats, Butler's added time being 44 minutes 58¾ seconds. Huybrecht's time was 48:40¾, and Seres completed the two heats in 48:41½.

HOW ST. LOUIS CLUB DOES THINGS

Annual Meeting and Election Brings Out Interesting Information—"Picture Department" a Recent Innovation.

The St. Louis Cycling Club held its annual meeting last week—on Friday, March 4th, to be exact. Unlike some other clubs the St. Louis organization is composed of enthusiastic members who do things rather than talk about them, and its annual meetings are not like the average dry-as-dust sessions. The meeting last week proved no exception to the general rule.

Secretary Hassemen's report was interesting, giving as it did a resume of the work that has been accomplished since the reorganization of the club in 1906. Since that time the membership has increased by 25½ per cent., the average attendance at the monthly meetings last year being 30, or about 46 per cent. of the total membership. This was an increase in average attendance of 6 per cent. over the years 1906 and 1907. Mr. Hassemen's report also brought out that the club last year purchased a camera and organized a picture department; since that time more than 400 prints have been sold to the members—a good suggestion for other clubs.

The report of the captain, H. W. Lang, was an exhaustive detail of all that was accomplished during the last year. The club began its Sunday runs in March and continued until well into November. The total number of outings held during the season amounted to 42, while the total mileage was 52,461, as compared with 57,465 miles during the preceding year. The highest individual mileage for the year was made by Captain Lang, who rolled 5,037 miles.

The annual Pike County tour in June was one of the notable features of the season, as 38 members made the trip, more than had participated in any previous tour. A tour to Arcadia was held in July and another through St. Louis, Jefferson and Franklin counties in September. The annual Forest Park road race was carried through successfully by the club in August.

The report of A. J. Schmidt, chairman of the club's road improvement committee, also proved that the organization has done some real work in that direction.

During the coming season the St. Louis Cycling Club expects to increase its membership to more than 100 and it is more than likely that it will do so, as A. A. Beckman, a man who has the reputation of being an organizer of the first order, was elected president, following the declination of R. M. B. Tidd, for re-election. It long has been the custom of the club to not elect anyone connected with the trade to an office but C. B. Jansky has been such an active and enthusiastic worker that he was chosen vice-president. The other officers were all re-elected so fast that they did not have

opportunity to offer reasons for declining the honors. They are: O. F. Hassemer, secretary; Charles L. Barr, treasurer, and H. W. Lang, captain.

Bay Citys Add to Their Laurels.

The Bay City Wheelmen added another trophy to their large collection on Wednesday night, March 2d, when they won the interclub home trainer race held at the Chutes, San Francisco, on that date. A packed house witnessed the races. Five teams were entered, two riders composing each team, and each contestant rode two miles. The best joint time was counted in awarding the cup, which was offered by the New Century Wheelmen, who promoted the meet.

Tom Burns and Fred McCarthy represented the Bay City Wheelmen and they showed they are well nigh invincible on the rollers by winning their respective heats by a wide margin. McCarthy rode the hard side of the rollers in the third heat and finished in 2:40½. Carl Laye, the one-armed rider of the New Century club, who had the easy side against McCarthy, was timed in 2:42. Burns made the fastest time of the evening on the easy side, his time for the two miles being 2:34. At that, Burns did not exert himself. He was opposed by Wallace Rhodes, New Century W., who finished in 2:57½. The summary:

First, Bay City W., 5:14½; second, Oakland W., 5:34; third, New Century W., 5:39½; fourth, Golden City W., 5:40½; fifth, Century Road Club, 6:04½.

Cycle Stealing on Scientific Basis.

Impudence in bicycle stealing can hardly go any farther than in a case which came to the knowledge of the London police a week ago. Two men worked together, and while one went into a house or shop in front of which a bicycle was standing and detained the owner the other would calmly ride away on the wheel. These bicycles they would sell for 5 shillings apiece, and the demand for them was so great that one of the thieves actually had the nerve, when a man asked him if he had another wheel for sale, to tell the man to wait while he went out and "got one." In a few minutes he would return with a stolen bicycle and get his "crown."

Where They Have "Honorary Masseurs."

There have been many odd sounding titles for cycling organization officials in times past and present, but probably none of them is quainter than the title of one office in the League of Victoria Wheelmen, the sports governing body in Australia. The organization has no less than 33 officials, among which are included a "scratching steward," "doorkeeper," "dressing room official," and a number of "stewards." The oddest title of all, however, is that of "honorary masseur." The nature of his duties is not disclosed, but it is likely that the "rubbers" at the American tracks will find in this a new title for their profession.

APPRECIATION OF COASTER BRAKES

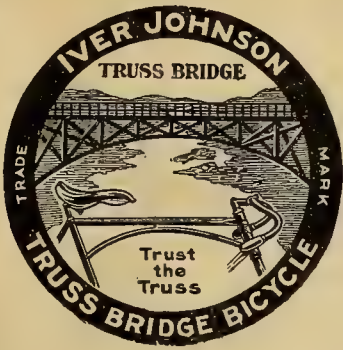
Why Old Riders are Best Situated to Realize Their Value—Typical Example of "What Used to be."

"It is only the man who has coasted down long and dangerous hills, with his legs thrown over the handle bar of a high wheel, or held on the foot rests on the fork of a safety, who fully can appreciate the convenience and life-saving qualities of the present day coaster brake," reflectively remarked an old rider who has followed the sport for a quarter of a century. "I had one experience that very vividly impressed on me the advantages of the back-pedaling brake.

"I was going down a long hill at top speed; there was no curve in the road and no vehicle in sight, so I felt perfectly safe. At the bottom of the long incline there was a railroad crossing, and as is usual in Europe, long poles were provided for the closing of the crossing at the approach of a train. I had gotten to within a hundred yards of the crossing, my feet on the coasting steps, when suddenly and without warning the poles were lowered. I had no brake at all. Like a flash my left foot came off the rest and was pressed between tire and frame in a vain attempt to check the speed of the wheel. The pressure exerted was such that the front fork which had become loosened in some way during my tour, was lifted off the front hub. The wheel then performed the most extraordinary gyrations one could imagine: the fork was almost completely split open by the twisting wheel which was then flung far to one side; the front fork struck the ground, snapping off short, while I myself described a more or less graceful curve through the atmosphere over the pole, and landed with a crash on the near rail of the track. Stunned for fully half a minute, I had just managed to drag myself off the dangerous rail, when the train thundered past. As a result of that scare, I've never been without a coaster brake since they first appeared, and I wouldn't ride a bicycle without one."

Tony's First Lesson Leads to Hospital.

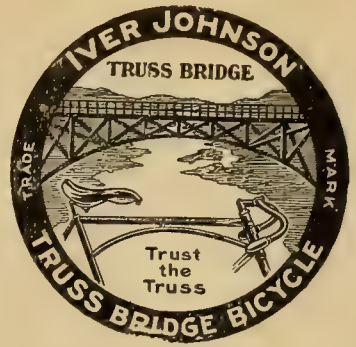
Anthony Tete's first lesson last Sunday in the art of balancing on a bicycle was a painful and expensive one. Tete lives in Mott street, New York City, and he is only 15 years old. He went to Union Square with some other boys and a bicycle for his first lesson. He went straight enough for the first ten feet, then something happened. When they dug him out of a plate glass window which had been in one of the stores of the Everett building, he was severely cut about the head, face and shoulders and had to be taken to the New York Hospital. His instructors immediately disappeared, while the bicycle was taken in charge by the police.



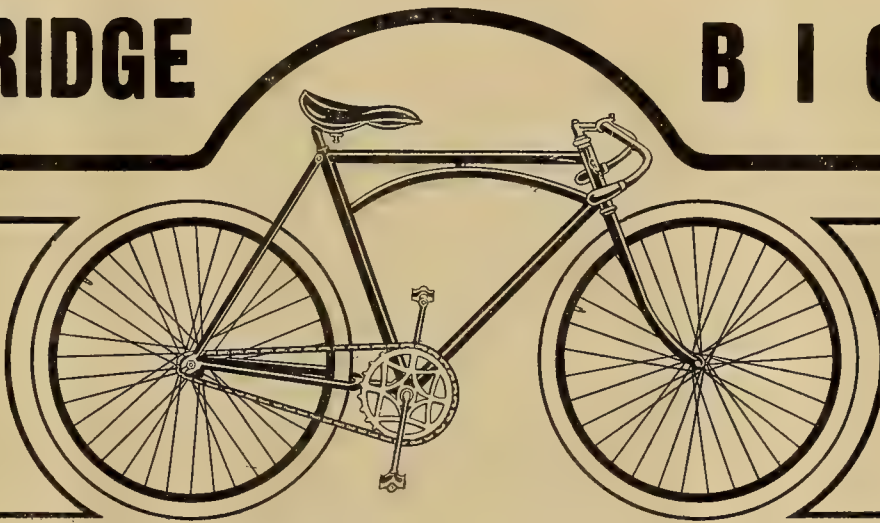
A RIGID FRAME

prevents rack and strain on the running parts of the bicycle and saves the power of the rider.

The TRUSS in the frame of the Iver Johnson bicycle gives greater rigidity with less weight than can be obtained in any other way. Dealers everywhere tell us that this exclusive feature constitutes a tremendous argument in selling the



IVER JOHNSON TRUSS BRIDGE BICYCLE



Write for catalogue giving full description of 1910 Models.

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Bicycles, Motorcycles, Tires or Anything
that goes with them,

"Get next" to

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THE LARGEST JOBBERS IN NEW ENGLAND

They'll treat you right.

EUREKA TIRES

Six Grades
Agency Proposition

NEW ENGLAND TIRES

500 Dealers

in New England are praising them.



New England Racer
The only bicycle properly built for racing.

New England Distributors of

HUDSON BICYCLES

and

**ROYAL PIONEER
MOTORCYCLES**

Write for special catalogues

Help for Horses that Hurt Cyclists.

How difficult it is sometimes to be just to all concerned, is proven by the troubles of the London municipal authorities. After numerous horses had been hurt by slipping on the greasy wood pavements of some of the streets, the town council decided to sprinkle the wood paved streets with sharp gravel and flint in slushy weather. As far as the horses were concerned the plan seemed to work fairly well, but the suffering was merely switched over to the bicycle riders, who punctured their tires trying to ride on these sharp stones. London cyclists have lodged a protest against such treatment of city streets, and the municipal authorities are in a quandary as to what to do.

Cracks Arrive from Pacific Coast.

Albert Crebs and Phil Wright, two of Salt Lake's cracks, arrived in Newark, N. J., Monday last, and will begin training as soon as the weather permits. Crebs, who turned professional last year, developed into a fast sprinter, and is expected to make good in the East, while Wright will try his legs for the amateur championship this season. Whether he will be permitted to go through the season as an amateur remains to be seen. "Pursey" Lawrence, who came from the coast last year for the same purpose, played the game successfully and possibly the N. C. A. may be as kind to Wright.

Mesigal Wins but is Disqualified.

Joseph Mesigal, after winning the five miles bicycle race at the Riverview Rink, Chicago, last Friday night, 4th inst., was disqualified for riding inside the pole line. The race was given to August Samlow, who came in second from the 80 yards mark, a few feet behind Mesigal, after a sensational finish with Ernest Kockler, who fell on the last turn. The time was 12:50½. A match race between Alexander Peterson and Schleuter was called off because of the former's illness, but George Smith substituted with a mile motorcycle exhibition.

Borngioine Heads Akron Wheelmen.

The Akron Wheelmen, which has become incorporated under the laws of New York, at its annual meeting last week elected the following officers: President, J. Borngioine; vice-president, T. Antonietta; financial secretary, J. Tomasulo; treasurer, A. Zerbarini; sergeant-at-arms, C. Cappelo. The club has its headquarters at 47 South Washington Square, New York City.

Ellegaard Still Full of Running.

Thorwald Ellegaard, former world's champion, who may be imported to oppose Kramer this season, won the third annual Prix Ludovic Morin at the winter track, Paris, February 27th. Ellegaard took the first semi-final heat by defeating Bader and P. Didier, and Pahin, a newcomer, surprised the crowd by defeating Mayer and Delage in the second semi-final. The third semi-final went to Comes, who led home Schil-

ling and Jacquard. In the final heat Ellegaard showed that he still possesses plenty of speed by defeating Comes by two lengths. Pahin was nowhere. The 50 kilometers tandem paced race between Brocco, Theile and Germain, was won by the first-named in 1 hour 1 minute 50¼ seconds. Theile and Germain were close up at the finish.

Forty Former Cyclists Meet Once More.

Forty surviving members of the old Brooklyn Bicycle Club held their second annual reunion and dinner at the Hotel Imperial, Brooklyn, N. Y., Saturday night last, 5th inst. Before it went out of existence about ten years ago the club boasted of a big membership and a handsome club house in South Elliott place. The first annual reunion was held last year and it was such a success that it was voted to repeat



it each year. James Thompson, one of the club's last presidents, was the toastmaster last Saturday night.

Denver May Have Motorcycle Track.

Denver, which is in Colorado, seems to have contracted the motorcycle race fever. Last week it was announced that Thomas McDonnell had secured the Broadway park for the season and will repair the track for motorcycle racing. This week it is stated that W. R. Gilpatrick, manager of the Tuileries park, will construct a circular three laps motorcycle track, 22 feet wide and banked to 36 degrees. A grandstand with seating accommodations for 3,000 persons will also be erected. The inside of the track will be utilized as a baseball diamond and running track.

Vanden Dries Performs as Usual.

Riding from scratch William Vanden Dries won the two miles handicap at the Twenty-second Regiment armory, New York City, March 3d. H. Carlton was second from 70 yards, and J. Buckingham, from the same mark, finished third. The time was 5:14¾.

Texans to Celebrate San Jacinto Day.

It is expected that San Jacinto Day will be made memorable in Texas this year by two big road races, one for bicycles and the other for automobiles, as George W. Beardsley, the Houston bicycle and motorcycle dealer has announced that he will promote two such contests. San Jacinto Day, which is a legal holiday in Texas, falls upon April 21st, and the course for the proposed races will be from Houston to the San Jacinto battle ground, which is about 20 miles from the former place, connected by an excellent shell road.

The starters in the bicycle race will leave the corner of Fannin street and Texas avenue, Houston, at 9 a. m., while the motorcyclists will be started a half hour later. An Iver Johnson bicycle will be the first prize in the bicycle race, followed by more than a dozen other prizes. The prizes in the motorcycle race have not been announced. The last bicycle road race held in Houston attracted 50 riders, and in view of the fact that the forthcoming event will be held on a holiday, it is expected that twice as many will compete. The number of motorcycles in Houston has increased weekly, so it is expected that this race also will receive a large number of entrants.

Mayer Spoils a Sensational Story.

Otto Mayer, the famous German sprinter, has arrived in Paris for the season and indignantly denies that he ever has been or intends to be the official executioner of Germany. The story first was published as authoritative by a Parisian journal and afterward was circulated throughout the world. Mayer states that he has been greatly annoyed by the report and that if he is subjected to any hostile demonstrations in Paris, he intends to bring suit for heavy damages against the Paris paper which first published the statement.

Bicycle Aeroplane is Invented Again.

The bicycle aeroplane fever has reached California. William Bodle and Charles Reamy, described as two well known young business men of San Anselmo, claim they have invented the cycle aeroplane which will solve the long sought problem. The invention resembles a bicycle, except that it has two large wings at the side and a propeller and balancing plane in the rear. So far as known the contrivance has not yet left the ground.

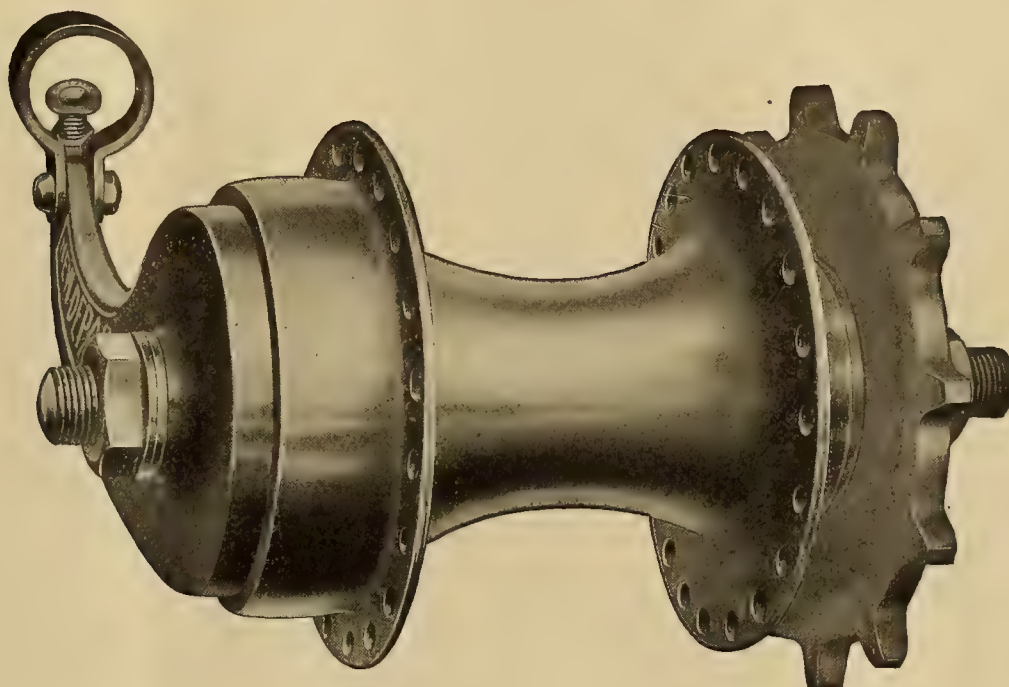
For Motorcycle Meet in New Orleans.

If the combined efforts of Homer George and Frank Cadwell are successful New Orleans will have a big motorcycle meet in that city some time during April. One of the features probably will be a professional match between Arthur Mitchel, formerly of the Crescent City, and Robert Stubbs, of Birmingham, Ala.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

New Departure

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COASTER BRAKE FOR MOTORCYCLES

is positively the last word in a coasting and braking device for high or low powered motorcycles.

Its dependability, strength and effectiveness have been proven by riders everywhere on highway and race track.

It is the ideal equipment because it completely eliminates brake troubles motorcyclists have experienced.

It is mechanically impossible for a new brake to wind up, bind or lock.

It cannot cut into the brake drum.

It will not "feed up" or drag the pedals when coasting.

It responds instantly to the slightest back pedal pressure.

Parts are heavy and practically indestructible.

Powerful enough to stall high powered motors.

Is fully guaranteed.



Brake Band and Lever.

THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

Coaster Brake Licensors.

RECENT PATENTS.

934,708. Spring Fork for Bicycles. Charles Blankenheim, Chicago, Ill. Filed Aug. 31, 1908. Serial No. 450,980.

1. In a device of the class described, a bicycle frame having a forked stem, a fork rigidly mounted on the fork stem of the bicycle frame, a cushion fork pivotally mounted on the rigid fork, a bicycle wheel mounted on the cushion fork, a U-shaped brace or rod secured inwardly at its opposite end to the cushion fork and means for relieving the horizontal strain received by the wheel.

934,797. Cycle. Joseph E. Davis, Urbana, Ill. Filed June 2, 1909. Serial No. 499,803.

1. In a tricycle of the design set forth, a body having a movable neck, rear wheels and a forward steering wheel, forks for the steering wheel having an upwardly extending portion, handle bars having a downwardly extending rod fitting said upwardly extending portion and provided with a rectangular portion, said neck having a plate provided with a rectangular aperture engageable by said rectangular portion, whereby the steering wheel and the neck are oscillated together.

935,583. Speedometer. James H. Bullard and Edwin W. Bullard, Springfield, Mass., assignors to Bullard Specialty Co., Springfield, Mass., a Corporation of Massachusetts. Filed Dec. 21, 1906. Serial No. 348,904.

1. A speedometer comprising a rotatable shaft, centrifugally actuated arms, the free ends of which swing away from the shaft during the rotation of the latter, said arms each having a projection extending at an angle therefrom and provided with a curved edge; springs fixed at one end and carried by the shaft, and bearing against the curved edges of said projections, the effective length of the springs being changed by the swinging movement of the projections on which they have a bearing, and an indicating pointer actuated by the swinging movement of the arms, an elbow lever having one arm operatively engaging the pointed, its other arm being actuated by a second elbow lever, the latter being pivoted so as to move in a plane at right angles to the plane of the first mentioned elbow lever, as described.

Care and Repair of Motorcycles



"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.

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Best Saddle for long distance.

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with Curtiss 4-5 horsepower motor

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1203 Bedford Ave., Brooklyn, N. Y.

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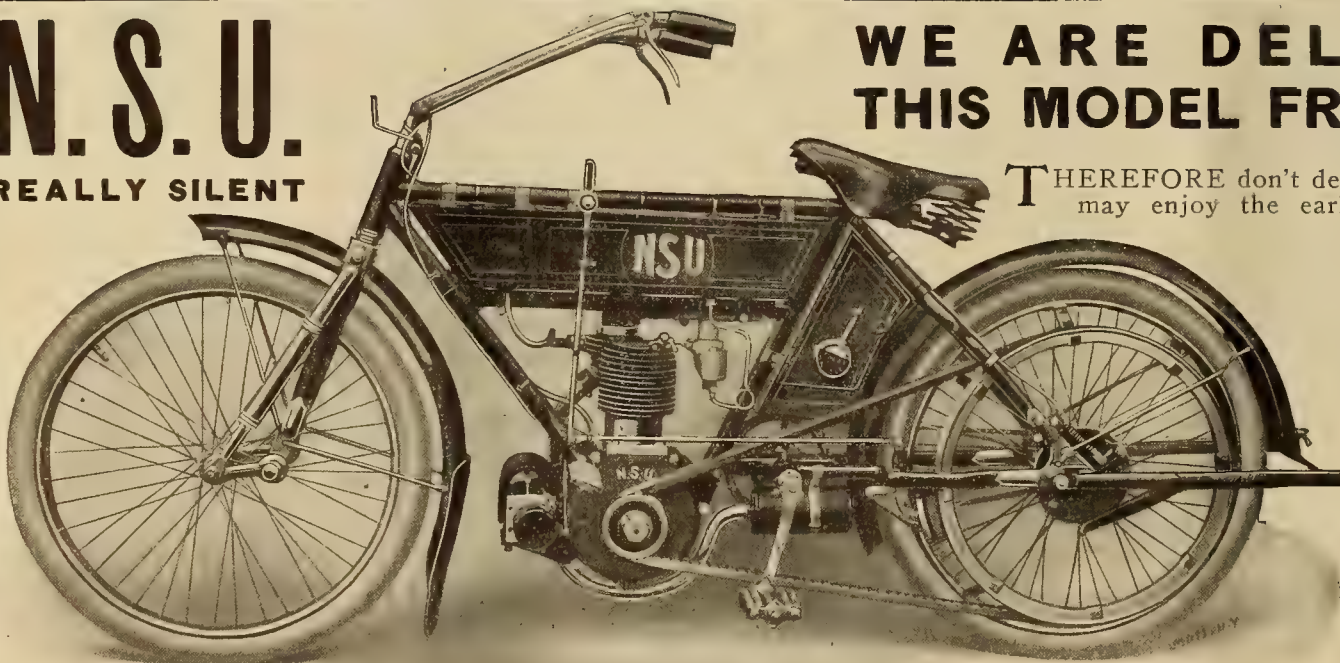
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THEREFORE don't delay your order so that you may enjoy the early spring riding to your greatest satisfaction; the kind only an N. S. U. can give with its wonderful

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Just put your weight on the pedal and glide away.

You will be interested in our other models, too.

Drop a card for catalog "B."

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FREE—12 Extra Certificates

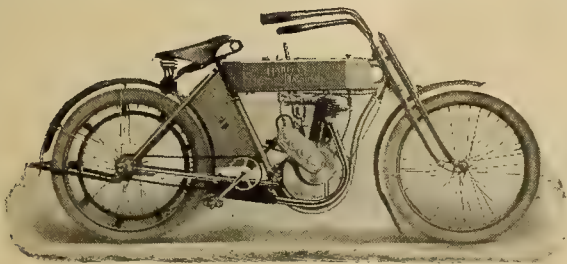
If you will order from your jobber one gross tubes of Neverleak you will receive absolutely free, 12 extra certificates in addition to the 12 usually packed with that quantity, making 24 certificates in all. The above offer will not be accepted after April 15, 1910.

The certificates will apply on any of the following high class premiums: 10 certificates, French Gold Clock, or a \$3.00 No. 30 Conklin Fountain Pen. 12 certificates, Solid Brass Sign. 15 certificates, \$6.00 Conklin Fountain Pen. 20 certificates, 42 piece decorated China Dinner Set. 24 certificates, Sessions Regulator Clock, or Success Emery Grinder. 33 certificates, 24 in. solid Leather Suit Case, or a hand-carved, imported Cuckoo Clock. 36 certificates, a 72 piece decorated China Dinner Set. 48 certificates, a 20-year, gold filled, open face, No. 16 size, thin model N. Y. Standard Watch. 60 certificates, a 20-year, solid gold filled, genuine Elgin Watch, open face, 16 size; 7 jewel; latest thin model.

BUFFALO SPECIALTY CO., Buffalo, N. Y.

It's worth repeating:

The machine that is good enough to copy, is the safest one to buy.



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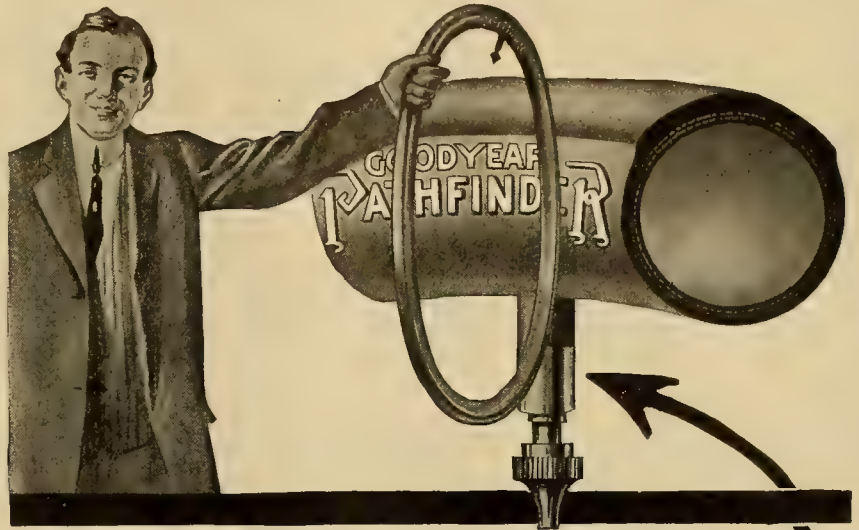
HARLEY-DAVIDSON

has been copied more than any motorcycle ever built.

Imitation may be the sincerest flattery but the wise man usually buys the real things, not the imitations.

HARLEY-DAVIDSON MOTOR CO.
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Rode Tires 4,000 Miles; Good for Many More



Read the strong statement below of A. S. Boehm. It proves graphically why the supreme wearing quality of the Goodyear Pathfinder Single Tube Tire always makes pleased customers.

Baltimore, Md., Jan. 10, '09.

The Goodyear Tire & Rubber Co., Akron, O.

I had ridden the Pathfinder Single Tube Bicycle Tire 2,021 miles *before* I received my *first* puncture, and that was gotten by running over a nail in a horse-shoe. I have now ridden 4,000 miles and I think *the tires can stand much more hardship.*

Riding on these tires I participated in the following events: Two round-trips to Washington, D. C., and one one-way trip in which I made a record time of 2:54; one 75-mile run; two half centuries; one-way trip to Westminster, Md., compelled to return home by train on account of being caught in a heavy snow fall; won one beautiful silver loving cup and was on the winning team in the Australian Pursuit race in which a silver cup was won. I also won the mileage contest of the Lafayette wheelmen for 1908, in which nearly two-thirds of all the mileage was ridden on these tires.

You people are putting out the best tires for both *liveliness and durability.* The best thing of all is that they can be easily fixed in a *jiffy.*

ARTHUR S. BOEHM,

1014 E. North Ave., Baltimore, Md.

You make more money on tires when your customers save money by buying from you the kind that will stand 4,000 miles service and are easily repaired—the Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back—and they bring you others.

The Goodyear Pathfinder can be repaired either by plugs or vulcanization—fixed in a jiffy," as Mr. Boehm says. That's one secret of its surpassing popularity.

More than 600 dealers—one to a town in all parts of the country—are *now doing a big business* on the Goodyear Pathfinder. Are you one of these?

We are sending all Pathfinder agents a quantity of frame guards gratis to distribute among customers. These guards are branded "Pathfinder" and help wonderfully to advertise the tire.

Write us if we are not represented in your town and see what there is in it for you. Start a letter off *today.*

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Is Your Motorcycle INSURED Against Accidents?

There is but one way—the only way.

Thor Coaster Brakes will do the trick better and quicker—for they are built by people who know what they are doing and what you need. Don't fail to make note that we build a motorcycle. This places us in the supreme position of knowing which is the best way of stopping a motorcycle with a brake without damage to you, the machine, or the brake. Insist on having it on your machine.

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There is a Coil

which electrically is so perfect that it will give a working spark on even a faint primary current, while it also will stand heavy overload current without "breaking down."

So sturdy and tough, too, that no motorcycle service can lessen its high efficiency.

It is made for singles or twins, and is supplied with either flat or conical ends.

Its name is 

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 The Heavy Corrugation—Anti-Skid
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MOTORCYCLE TIRES

are a positive assurance of
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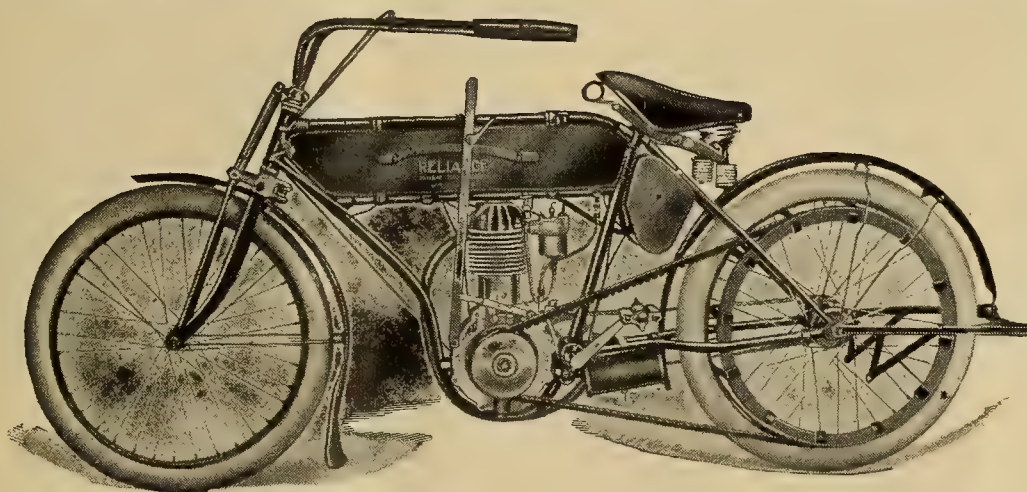
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Model C as above, complete with the two speed pulley, \$225.

you are off. 5 to 1 on high, 9 to 1 on low. Write for complete specifications of this and our $4\frac{1}{2}$ H. P. Single and 7 H. P. Twin.

A motorcycle with a neat, compact two speed and free engine pulley, that is simplicity itself in construction, positive in its action, whether in high, low, or free engine position. **THINK OF IT!** Start engine on stand anywhere, on the steepest hill or deepest sand and then by just pushing forward a lever

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Among the many good reasons for specifying Morgan & Wright White Tread Motorcycle Tires on your machine for the coming season, the one which will strike closest to your heart (and pocket book) is this —

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because of the extra amount of tough, wear-resisting rubber which goes into their treads, give much more than the ordinary amount of service and save the motorcyclist who uses them a corresponding amount in his tire bills.

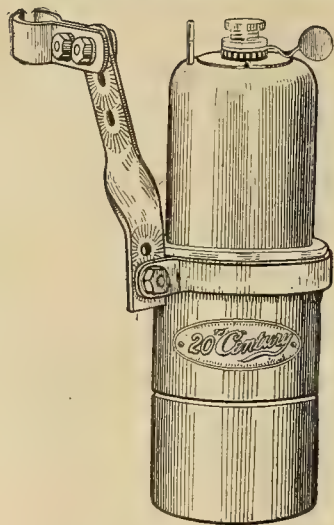
Your manufacturer or dealer will be glad to equip your machine with them if you ask him.

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Branches, Agencies or Dealers Everywhere.

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REGULAR
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EQUIPMENT
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EVERY
MOTOR-
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and take notice. The



Kelly Adjustable Handlebar

will enable you to do so. It will afford also any other position you may desire whenever you desire it.

SPECIFY IT AND BE COMFORTABLE!

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Riding a rail is just about as comfortable as riding some motorcycles.

There are no "shakes" in the Spring Frame and Fork of



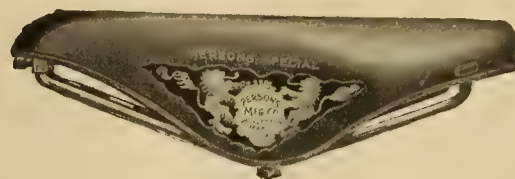
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POTTSTOWN, PENNSYLVANIA
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of saddle goodness is contained in



PERSONS SADDLES



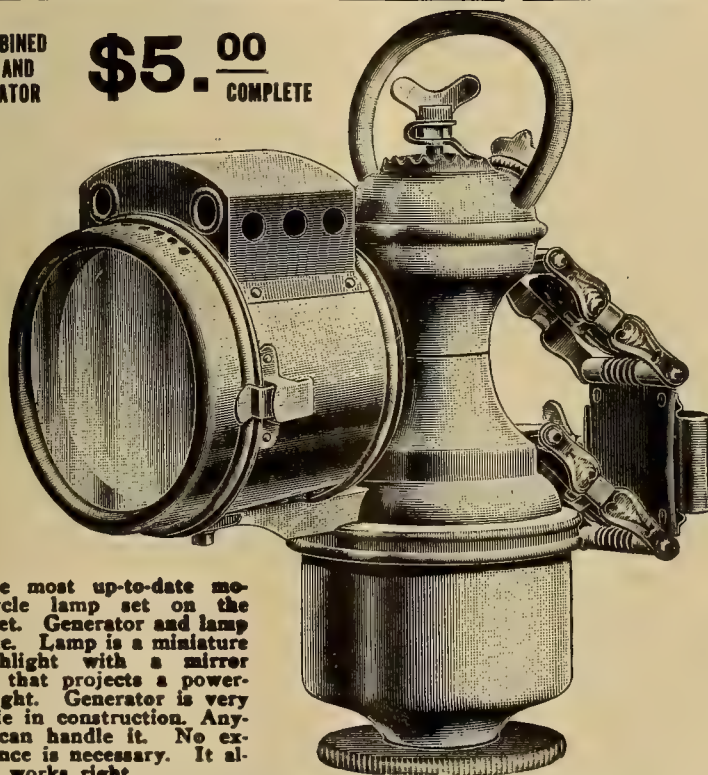
It simply is impossible for anyone to make better saddles and we know of none who is making anything that is in the same class with them.

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A COMBINED
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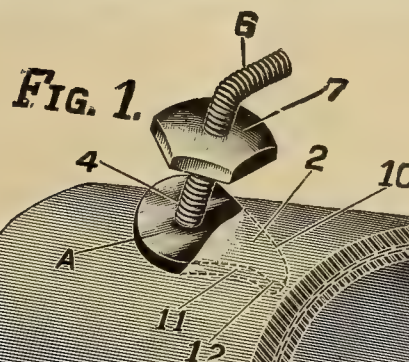
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We are Sole American Agents for the Genuine
Wata-Wata belting.

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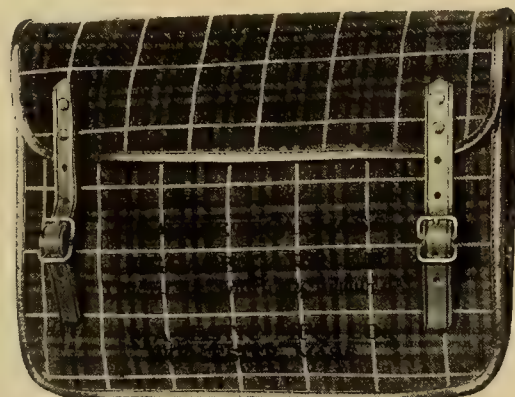
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"The 3/4-inch belt on my 3 h.p. has done well
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Buy of your Dealer or direct remitting with
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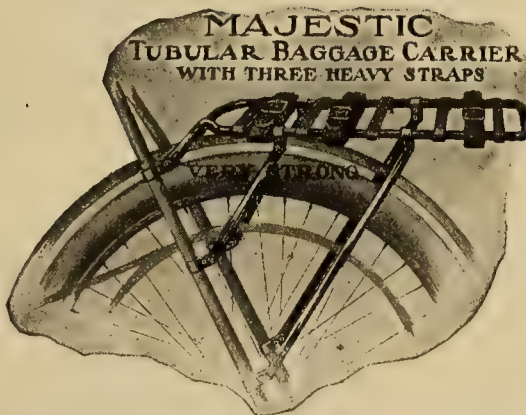


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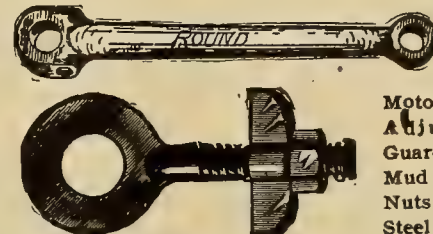
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We make
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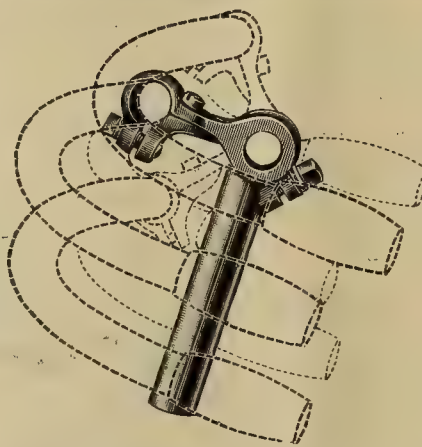
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Our New Motorcycle Tire Vulcanizer is modeled after our Type C Auto Tire Vulcanizer. There are nearly 5,000 garages coining money with the Auto Tire Type.

Get wise, Mr. Motorcycle Man. Seize this opportunity to add to your profits.

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ADJUSTABLE
ALL-WAYS
HANDLE BAR
EXTENSION

Write for Prices

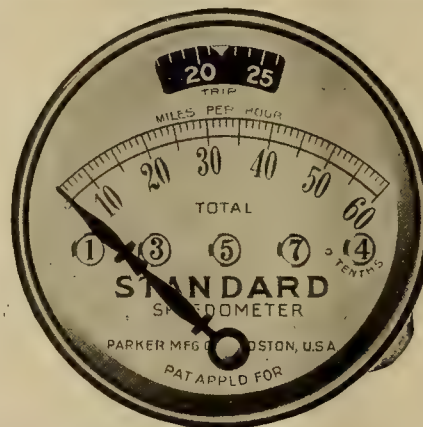
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The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

Why take ordinary lamps, when you can have Solars?

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FOR MOTORCYCLES

"The Instrument of Permanent Accuracy"

60 or 80 mile dials at the same price. We have added the trip odometer for 1910 without extra charge.

We can furnish special attachments for every make of Spring Fork machines.

Price, without odometer... \$15.00
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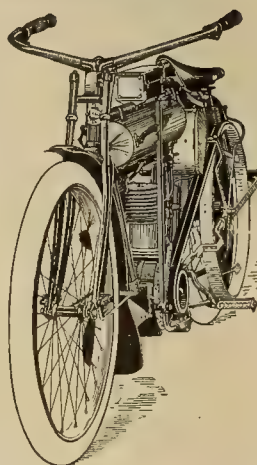


The Best Reason
why you should use a

SPLITDORF Motorcycle Plug

is because it is made expressly for the Motorcycle, and will give you far better ignition than any other. Insist on a SPLITDORF and have the best.

C. F. Splitdorf Walton Ave. and 138th St.
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YALE MOTOR- CYCLES

Hold World's Record for Endurance

Most economical to operate.
1910 models being delivered.
Attractive agency proposition.

WRITE TODAY

The Consolidated Mfg. Co.
1709 Fernwood Ave. TOLEDO, OHIO

They all say the same thing—

FOR FULL VALUE AND ENDURING SERVICE

there's nothing equal to

KOKOMO Motorcycle Tires

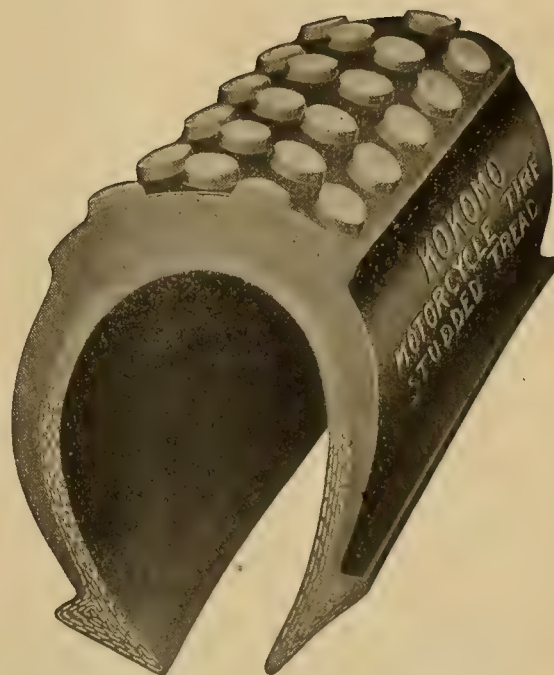
IN ALABAMA, they express the opinion in this manner:

"I have an Excelsior Autocycle equipped with Kokomo Tires, which I have been riding for over six months and up to now I haven't had a single puncture. My tires are in fine shape and look as though they haven't been used a month. Kokomo tires will always suit me."—EMORY FOLMAR, Troy, Ala.

IN ILLINOIS, the testimony all is to the same effect, as follows:

"Having had such great success with Kokomo motorcycle tires, I feel it my duty to testify to their merits. I ride a Harley-Davidson motorcycle, and have had no tire trouble at all, save a few punctures and occasionally a leaky valve. I have ridden one set of your tires (Gridiron Tread) since last April. I ride considerable and have given them a good deal of abuse, but they are still good for another season. My riding companions all wore out a set of tires other than Kokomo last season and in one instance three rear tires in three months, while mine are still on the job. I cheerfully recommend Kokomo tires to those who desire the best to be had; they give satisfaction and add pleasure to a trip."—I. L. VANTWOOD, Chicago, Ill.

IN ALL OF THE OTHER STATES, or wherever a Kokomo Tire is in use, inquiry almost invariably brings similar testimony. Nothing is so rare as the motorcyclist who has a bad word for Kokomos.



KOKOMO RUBBER CO., Kokomo, Ind.

A New Era in Motorcycling

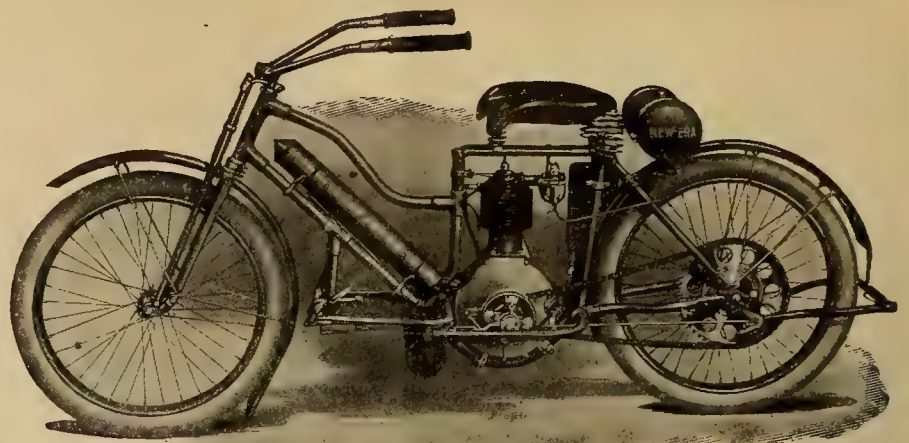
was begun when

The New Era Auto-Cycle

made its appearance. It marked the beginning of real practicability and comfort.

Its long, low frame and spring-suspended, upholstered form seat and foot-board (instead of pedals), makes it available for all ages and sizes and conditions of mankind; its two speed transmission makes it master of any and all hills and renders possible the slow pace so necessary to safety and comfort on rough country roads and crowded city streets; its free engine (engine started by a crank like an automobile), makes it possible to start anywhere from a standstill and without even "jacking up" the machine. Lots of these ideas are being and will be copied but don't you pay for manufacturers' experiments. You don't have to do so when the New Era offers them in perfected form.

WRITE FOR ADVANCE CIRCULAR AND AGENCY PROPOSITION.



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Dear Sirs: In regard to inquiry can say that the New Era Auto-Cycle is much beyond my expectations. I purchased my machine April 11, 1909, and up to the first of the year 1910, I had ridden something over 10,000 miles, and have a good machine yet. For our work or any other, racing excepted, I would not give one "NEW ERA" for a car load of other makes for every day use. Mud, snow, hills, level ground and good roads are all the same to the "NEW ERA." I am in the fire insurance business and use my machine in all kinds of weather and on all kinds of roads.

Yours,
O. P. McGRUFF.

THE NEW ERA AUTO-CYCLE CO., No. 2 Dale Avenue, Dayton, Ohio

1910

THE HIT OF THE SEASON

1910

Overland and Black Diamond BICYCLES

THE WHEEL OF
Character, Style and Stability

Send for our 1910 catalogue printed in colors; also our beautifully colored window transfer sign for dealers.

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Branch Store, 113 Massachusetts Ave.

The Superiority of **G & J TIRES**

has been so frequently demonstrated that it has now become an axiom with all riders of national reputation. They won't take chances on anything else. The further fact that all the leading motorcycle manufacturers of the country specify G & J Tires

as their standard equipment will convince you that the Indianapolis G & J Motorcycle Tire is the unquestioned leader in the world of motorcycling.

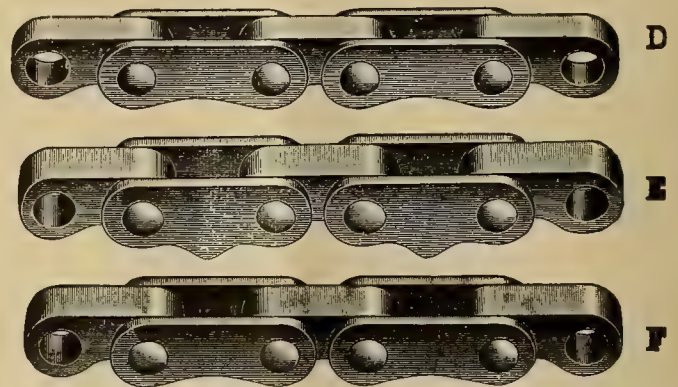
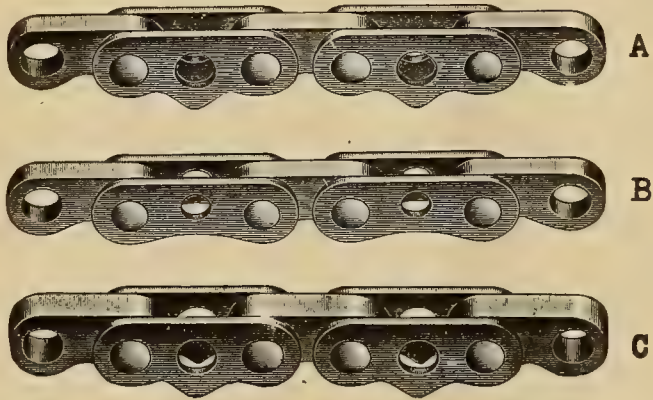
You cannot get anything better.

Send for our illustrated booklet.

G & J TIRE COMPANY, Indianapolis, Ind.



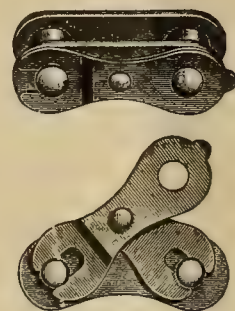
"Whitney" Chains are made in one of the most modern of American fire-proof factories.



If you have not tested our 1910 Chains for Bicycles and Motorcycles, it will pay you to do so before placing contracts.



INVESTIGATE
Our New Roller
Chains $\frac{5}{8}$ " Pitch
For Motorcycles, Etc.



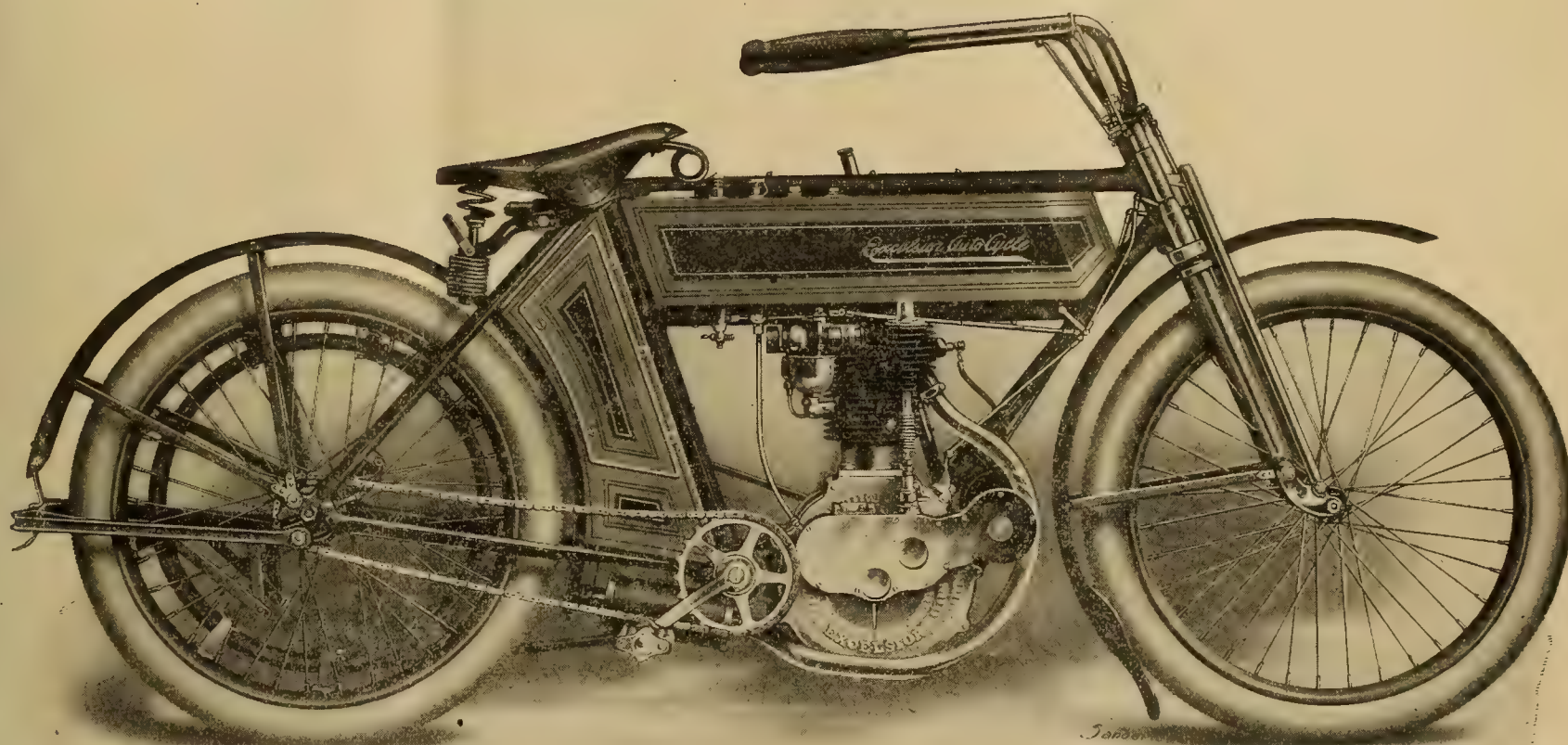
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Safety
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THE WHITNEY MFG. COMPANY
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EXCELSIOR AUTO-CYCLE

Visible Superiority



It is easy to claim high qualities hidden somewhere on the inside, but the discerning buyer wants to be "shown." The qualities of the

EXCELSIOR AUTO-CYCLE

are not hidden or elusive. They show all over. Here are a few of them: Straight line frame, powerful, rational speed motor, low saddle position, mechanical sight feed oiler, positive internally lubricated hub brake, real shock absorbing spring fork and simple, positive grip control. These are some of the points that have established the EXCELSIOR REPUTATION—THE ONE THAT ALWAYS MAKES GOOD. Catalog C10 gives full details. Why not send for it?

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He who has little can least afford to act the part of a lobster. Wise, conservative men, with small or large purse, when purchasing a motorcycle, investigate with care, and then buy a

Thor

It brings the maximum results in pleasure, the minimum in repairs.

HAVE YOU NOTICED

how we lock our valves? No keys. Do you know that we use no packing rings, plungers or pistons in our oiler, to cause you trouble?

Do you know that you can't touch a thing on a *Thor* motorcycle, without your eye being attracted to the fact that it is better than anything you have seen before?

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The Progressive Manufacturer—Dealer—User

is responsible for the tremendous
sale of

Diamond Bicycle TIRES

¶ Each demands value for value.

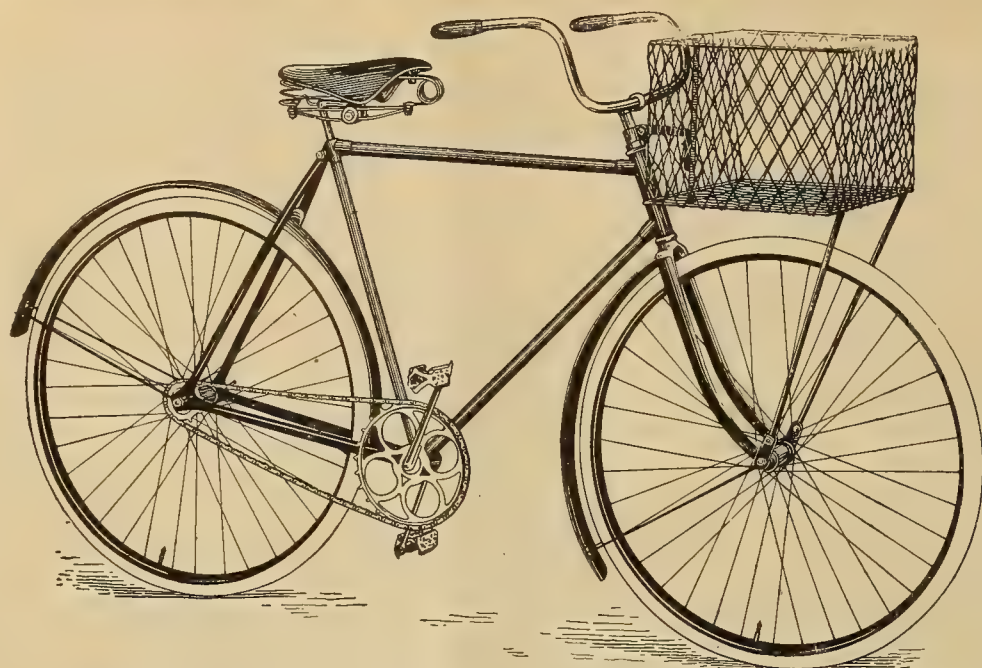
¶ From Diamond Bicycle Tires
—as from no others—does
each get what he wants—
TIRE MILEAGE.

Which is what we sell—USERS KNOW

Special Bicycle Tire Catalog upon request.

THE DIAMOND RUBBER CO., Akron, Ohio

Branches and Agencies in all principal cities.



Dimensions of Carrier: 18 inches wide, 12 inches long and 10 inches deep.

The Consolidated HEAVY SERVICE Bicycle

Just what the name means in every sense of the word. ¶ A necessity in every retail business.
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A Few Features:

Our side joint frame—19 ga. tube—tandem spokes, 36 front, 40 rear—motorcycle front hub, rear to match—Diamond 37 chain—steel rims—two-piece hanger, mechanically correct and proved, etc.

Write for literature today. Investigate the Real Heavy Service Bicycle. ¶ Compare these specifications with others.

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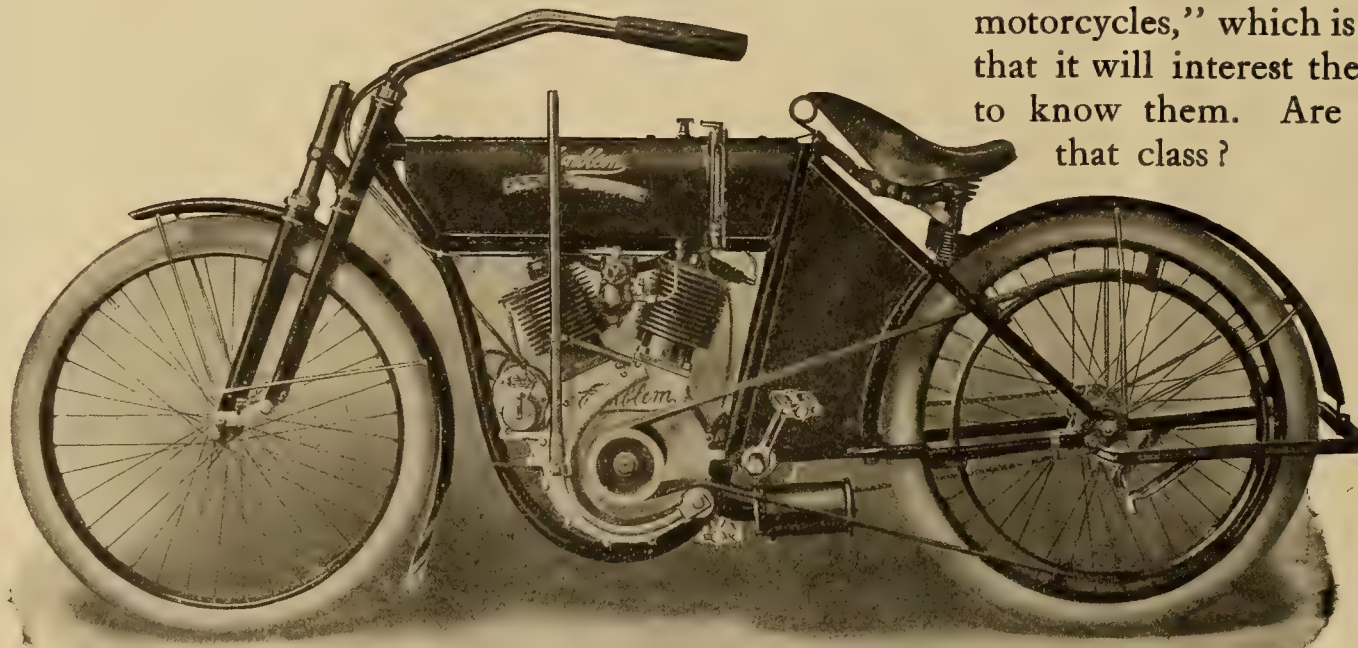
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EVERYTHING ABOUT THE EMBLEM

from the ball bearing motor, up or down, is of the sort that appeals to the man who "knows motorcycles," which is a good indication that it will interest the man who desires to know them. Are you included in that class?



7 H.P. Twin
Cylinder.

5 H.P. Single
Cylinder.

4 H.P. Single
Cylinder.

**A Good Agency
For Hustlers**

EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.

The Value of a Trademark

☞ A trademark on the bicycle you sell enables the purchaser to place his finger on the maker and establish the standing and quality of his product. It is the maker's sign that he desires to be identified with the bicycle and responsible for its quality. Absence of a trademark usually means that the maker does not wish to be identified with the bicycle, and such goods

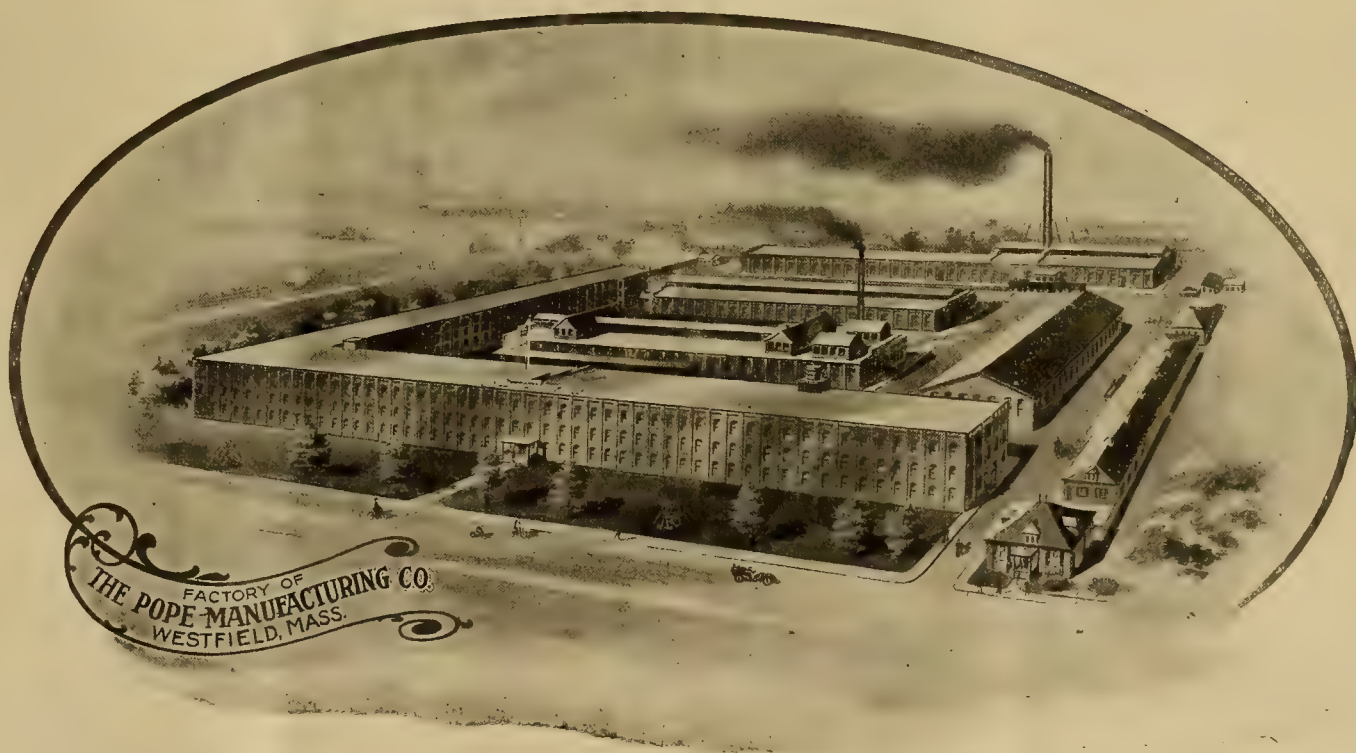
PATENTS			
FEB. 16, 1892.	MAR. 29, 1892.	APR. 27, 1897.	JULY 20, 1897.
MAR. 7, 1893.	MAR. 1, 1894.	SEP. 14, 1897.	DEC. 28, 1897.
MAY 13, 1894.	NOV. 12, 1895.	MAR. 29, 1897.	MAY 10, 1898.
MAR. 1, 1896.	DEC. 1, 1896.	JUNE 6, 1899.	
JUNE 2, 1903.			
TRADE MARKS REG'D			
MAY 19, 1891.	MAY 19, 1891.	MAR. 31, 1896.	
MAY 19, 1891.	MAY 19, 1891.	APR. 7, 1896.	
OCT. 4, 1892.	OCT. 4, 1892.	OCT. 6, 1896.	
MAR. 28, 1893.	MAR. 28, 1893.	OCT. 13, 1896.	
JULY 4, 1893.	JULY 4, 1893.	MAY 18, 1896.	
SEP. 5, 1895.	SEP. 5, 1895.	SEP. 21, 1897.	
NOV. 10, 1895.	NOV. 10, 1895.	JAN. 4, 1898.	
DEC. 3, 1895.	DEC. 3, 1895.	JAN. 18, 1898.	
		FEB. 19, 1901.	



may often be looked upon with suspicion.

↖ This Pope Trademark on a bicycle removes all doubt from the mind of the purchaser. It represents the accumulated experience of over 30 years of high grade bicycle manufacturing. Its value to the dealer is incalculable. Many thousand times a year it means the difference between making a sale and not making it.

THE POPE TRADEMARK ON A BICYCLE FURTHER MEANS THAT IT WAS MADE IN THE LARGEST AND MOST COMPLETE BICYCLE FACTORY IN THE WORLD



FACTORY OF
THE POPE MANUFACTURING CO.
WESTFIELD, MASS.

THE POPE MANUFACTURING CO., Hartford, Conn.



The One Best Bet

as an agency proposition
for 1910 is

THE
Racyle

ALWAYS HAS BEEN
ALWAYS WILL BE

The Best Selling High Grade Wheel
IN THE WORLD

We can tell you why the Racyle should be—
Our Agents will tell you that IT IS—

The Best Agency in the U. S.

Write for particulars.

THE MIAMI CYCLE & MFG. COMPANY
Middletown, Ohio, U. S. A.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

Vol. LX.

New York, U. S. A., Saturday, March 19, 1910.

No. 26

SEASIDE HEADQUARTERS SELECTED

Surre Obtains Hotel Rates and Reservations for Atlantic City Convention—Entertainment that is in Prospect.

All those who intend to participate in the trade's joint midsummer gathering at Atlantic City on August 3, 4 and 5 next, must needs apply early if they do not desire to take "pot luck" in securing hotel accommodations.

W. J. Surre, chairman of the Cycle Parts and Accessories Association's committee which is making the arrangements for the annual convention, visited Atlantic City last week and found it no small task to secure sufficient hotel reservations, August being the height of the season at the seaside resort. By dint of persuasion, however, he finally induced the St. Charles Hotel, one of the high class hostelryes located on the famous boardwalk, to agree to take care of between 125 and 150 convention visitors who book their reservations in advance. The Loraine and the Raleigh hotels, which are directly opposite the St. Charles, expect to be able to take care of the "overflow." The St. Charles, however, will be trade headquarters and all of the several meetings will be held there.

As arranged by Surre, the rates that will apply will be: At the St. Charles—which is conducted strictly on the American plan—single room for one person, \$4 per day; double room for two persons, \$3.50 per day each. At the Loraine and the Raleigh the rates for the corresponding accommodations will be \$4 and \$3 per day, respectively, these prices including meals in each instance. Comparatively few single rooms will be available, but most of the double rooms are provided with two beds. At each of the hotels, \$2 extra will be charged for double rooms with bath, but where double rooms connect with a bath, the additional charge will be \$1 per room.

The program of entertainment has not

been definitely decided, but it is practically certain that a banquet, in which ladies will be permitted to participate, will be the chief feature. The bowling tournament, which afforded so much fun at the last convention, will be repeated and on a larger scale. The bicycle manufacturers, motorcycle manufacturers, parts and accessory manufacturers, and the jobbers and traveling men all will be invited to enter teams.

Several competent speakers will address the joint meeting of the several associations, and it is expected that the "Question Box," which probably will be instituted, will afford subjects for helpful discussion and interchange of opinion.

Hilton Takes Up Motorcycles, Too.

The Standard Motor & Sporting Goods Co., New York City, is the style of a new concern which has been formed chiefly to undertake the exploitation of Reliance motorcycles in the metropolis. Its headquarters will be at 1720 Broadway, and E. F. Hilton will be manager. Until recently Hilton was in charge of the Morgan & Wright tire branch in New York, but he is now engaged in the automobile business at the Broadway address; the motor and sporting goods company is an outgrowth of this automobile enterprise.

Pittsfield Coil Chooses Its Officers.

At its annual meeting last week the Pittsfield Spark Coil Co., Dalton, Mass., re-elected Michael Casey president, and William T. Wood, treasurer and manager; W. T. Peterbridge was made clerk. The board of directors includes Messrs. Casey and Wood and Thomas J. Wetzel, Zenas Crane and Charles A. Byram.

New Man Enters the Thiem Company.

W. Sumner Covey, of Minneapolis, Minn., has purchased an interest in the Thiem Mfg. Co., of that city, and has been elected its treasurer. Mr. Covey is familiar with the motorcycle business and will at once assume charge of the Thiem company's purchasing and sales departments.

WAR OVER "CORPSE" WILL CONTINUE

Pope Decides to Appeal from Decision in Arnold-Schwinn Bottom Bracket Suit—The Prize at Stake.

Although the famous bottom bracket patent, No. 392,972, "died" and thereby became public property more than four years ago, the fight for that portion of its "estate" represented by royalty on the bicycles manufactured by Arnold, Schwinn & Co., of Chicago, will go on. This is to say, that the Pope Mfg. Co. has decided to appeal from the decision handed down last month by the United States Circuit Court in Chicago, which declared that the Chicago firm had not infringed the patent, as was charged by the Pope company.

The suit originally was filed in 1903, but due to various causes was not pressed to an issue until 1908. Meanwhile the patent limitation of 17 years had expired, but as Arnold, Schwinn & Co. were and are about the largest producers of jobbing bicycles in America, the accrued royalty amounts to a very large sum and probably applies to 750,000 bicycles or more. Despite the "death" of the patent, the amount at stake is therefore a rich one, and, as the Pope appeal indicates, is worth fighting for.

The patent, as now is generally known, is one of those which has the unique distinction of having been upheld by a United States court in New York and declared invalid by a United States court in Illinois, although substantially the same evidence was produced in both courts.

Baker Sells His Brooklyn Branch.

F. A. Baker & Co., of New York, have disposed of their Brooklyn branch at 1080 Bedford avenue to A. H. Patterson, who has been manager of the establishment for several years. Patterson will operate under his own name and will continue to handle Pierce bicycles and Indian motorcycles as sub-agent of Baker & Co.

LAMPS WITH GOLDEN REFLECTORS

They Finally Make Their Appearance on Foreign Market—The Advantages Claimed for Them.

Lens mirror reflectors, which, by reason of their almost universal adoption by acetylene lamp makers, seemed to be the last word in light projectors, now are being challenged by gilded reflectors, which have made their appearance abroad, and which, in a series of long and strenuous tests which were conducted by the Royal Automobile Club of Great Britain, to determine the efficiency of gold plated reflectors as compared with the standard silvered types, acquitted themselves creditably.

The chief advantages claimed for the gold-plated mirrors are that the light beams reflected from them have greater penetrative powers through foggy atmospheres than silvered reflectors, and that the objects revealed by the rays of a golden beam retain more nearly their original hue, and hence are the more readily distinguished. At present gold reflectors are more expensive than the ordinary kind, but the promise is held out that improved methods of manufacturing soon will permit of their being marketed at the current prices of the regular types.

For the application of the gold the ordinary lens mirror is employed, the backs of the lenses being gilded by a new and more or less secret process of precipitation which is closely akin to that employed in the silvering of the ordinary mirror. Not only are the golden reflectors applicable to acetylene lamps, but they also are equally efficient with electric lamps, which, because of their safety, cleanliness and convenience, seem destined to supersede in large measure gas plants as means of illumination for motor vehicles.

Further distinguishing features of electric lamps employing gold reflectors are that the main inner body of the lamp is hermetically sealed, and either charged with a non-oxidizing and dry gas or converted into partial vacuum. This end is accomplished by sealing the front glass in position and enclosing the electric bulb itself in a small glass dome which is inserted from the back of the lamp, as also is the light bulb itself. By this method the mirror is protected from oxidization. This exclusion of air is not possible, however, with acetylene lamps, because of the necessity of oxygen to complete combustion.

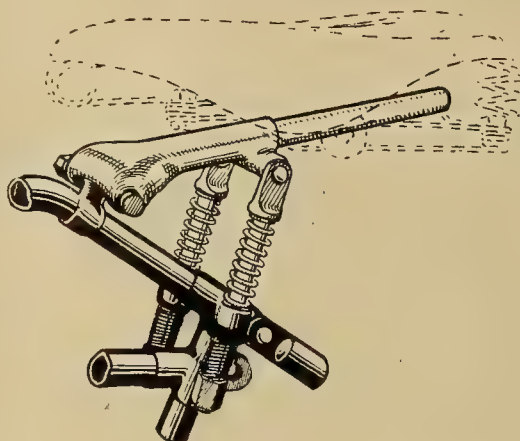
Motorcycles at Bridgeport's Show.

Bridgeport, Conn., made the local show circuit this week for the first time, and put on a very creditable display in the state armory, under the auspices of the local automobile dealers. Motorcycles figured prominently in the show, as the following lines were staged by the local agents: Shelton

Sturges, Excelsior; Bridgeport Cycle Co., Indian; Liberty Cycle & Motor Co., Harley-Davidson and M.M. At the Syracuse, N. Y., show, also in the state armory, the only motorcycle on exhibition was the R. S., shown by Krause & Heil.

Cantilever Type of Spring Post.

One of the number of spring saddle post constructions which have appeared in England, and which embodies considerable ingenuity, is the Rex, here illustrated, to which the term "cantilever" is applied by reason of the fact that, as in a cantilever bridge truss, the load is carried entirely outside the points of support. For saddle



mounting purposes, this system of support permits the saddle to be placed way back on the machine, a foot or so to the rear of the frame, as a matter of fact. As the picture shows the principal supporting member is a lever which is hinged to the top tube and extends rearwardly in a substantially horizontal position when the rider is in place. The fulcrum against which the lever rests and which also acts to check any rebounding tendency, is a short cross piece attached to the lever, to the ends of which are secured a couple of telescoping rods which lie parallel to the seat post mast, and which are spring supported. Besides affording the low seat position well back over the rear wheel, the arrangement is advantageous in that it provides ample adjustment, both fore and aft and up and down.

Mossberg Moves Into His New Plant.

The Frank Mossberg Co., Attleboro, Mass., last week took possession of and commenced operations in its new factory in that city, which will permit of an annual output of 1,000,000 wrenches in addition to many other things. The plant comprises two brick buildings, one of two stories, 300x60 feet, the other a one-story structure, 150x60 feet. Both are equipped with the most modern machinery and conveniences.

More Motorcycles for Poughkeepsie.

Clarence Sakue and Harry W. English, of Poughkeepsie, N. Y., have taken up the sale of Pierce motorcycles in that city. They are doing business at Sague's garage.

MANY USES OF COMPRESSED AIR

Wherein It is a Handy Thing to Have in Repair Shops—Some of the Purposes Which It Serves.

Owing to the many uses to which it can be put, an accessory to the motorcycle repair shop which deserves to become more widely used is the compressed air outfit. The advantages of having compressed air on tap long since have been appreciated and adopted in many branches of mechanics; but in few of the many instances in which the installation of a compressed air system has proven beneficial, are there as many useful ways of employing it as are to be found in connection with the repair and cleaning up of motorcycles and bicycles.

The desirability of compressed air for tires alone should be a sufficient incentive for proprietors of large establishments to put in compressed air plants particularly as they can be obtained at a moderate cost and are easy to maintain. These equipments, of course, are most desirable for power equipped shops so that the compressor can be driven from the line shafting, and in most cases enough air for all ordinary requirements should be stored up during the time the shafting is driving other machinery so that there should be no necessity for using extra current to run the compressor alone.

To enumerate a few of the uses of compressed air in connection with a repair shop in addition to inflating tires, the following instances will serve: It may be used to clean out oil leads, to blow carbon out of the small recesses of cylinders after they have been scraped, to blow particles of dust or chips from bearings, caps, oil-holes and inaccessible recesses of the crank case preparatory to assembly, to blow vapor from gasoline tanks before soldering them, and in connection with house gas or gasoline to operate blow torches and brazing outfits and to aid generally in quickly removing dust from machines. For the latter purpose it is surprising now quickly a coat of dust can be dispersed, while for brazing it eliminates the fatigue which attends the manual operation of a bellows. Soldering, of course, can be done to no better advantage than with the blow torch fed by compressed air.

Two Newcomers in Indiana Town.

Ira C. Noel has opened a bicycle store at 208 North Main street, Goshen, Ind. Tur, nock & Sons, of the same town, also have established a bicycle repair shop in connection with their hardware store on Franklin street.

Minkler Buys Out His Partner.

The firm of Minkler & Collins, Great Barrington, Mass., has been dissolved, Collins retiring. Frank A. Minkler, who purchased his partner's interest, will continue the business in his own name.

SIMPLE TESTS FOR LUBRICANTS

How Flash and Burning Point May be Determined—Finding Acid and Grit—Little Apparatus Required.

While for ordinary purposes it is best to use only the standard grades of motorcycle lubricant, such as are recommended and sold under well-known brands, there are times when it is desirable to be able to examine the qualities of an unknown oil before putting it to the test of actual service. While complete apparatus for oil testing in general is applicable only to the laboratory of the trained chemist, there are a num-

acid, perhaps the simplest test of all is to wind a piece of cotton waste around a polished steel rod or shaft, saturate it with the oil and then expose it to the sunlight in a warm place for several days. If the metal shows rust at the end of that time, the oil contains a sufficient amount of acid to be injurious to the journals, and probably to the cylinder walls as well.

A more exact method of test is given by the Scientific American, thus:

"Dissolve a small amount of sodium carbonate in an equal volume of water. Place it, together with the oil to be tested, in a flash or beaker and shake thoroughly. The quantity of precipitate will be a gage of the amount of acid present.

"To detect the presence of grit," the

NEW DANGER IN FREE ENGINES

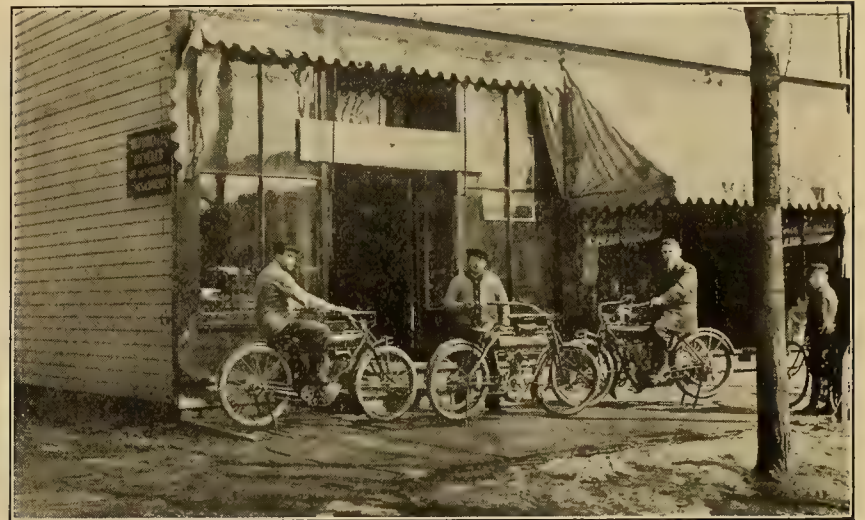
It Exists in Their Being Started Over Gasolene Pools or Drippings—An Important Precaution.

With the advent of two speed gears and free engines, and the starting of motors with the machine at a standstill, there arises an element of danger hitherto absent but now of considerable moment. An axiom which motorists who use the devices described should religiously follow is, "Never start the engine when the machine is standing where gasolene has been spilled." Frequently, when filling the tank

STORES OF WHICH THEIR OWNERS ARE PROUD

(IV) FREDERICK A. BRUMMITT, BOSTON, MASS.

(V) F. W. KELLER, NORWALK, OHIO



ber of tests which may be applied by anyone who is inclined to take the simple measures necessary.

One of the most important of these is a method of determining the flash and burning points of the oil, and is intended to be applied in connection with what is known as a water bath. An ordinary double boiler, such as is used for cooking purposes, can be used for this purpose, however. Into the lower part of the boiler a sufficient quantity of water is put to cover the bottom of the upper part after it is in place. The oil to be tested is placed in the upper portion of the utensil and a thermometer is suspended in the oil in such a way that it will not come into contact with the sides of the vessel. Heat is then applied and the rise in temperature of the oil is noted at regular intervals. As the temperature rises a match is repeatedly held near the surface of the oil, and after a time enough vapor will be given off to cause a brisk explosive flash. The temperature at which this occurs is known as the flash point of the oil. If the heating be continued above the flash point, a second point may be reached at which the oil on the surface will take fire. The point at which this temperature occurs is known as the burning point.

To determine whether an oil contains

above authority continues, "drop a small amount of the oil on white or very light-colored blotting paper. The oil will be absorbed, and the grit will be visible as small black specks on the blotter.

"To find the temperature at which the oil congeals: Put 15 parts of Glauber salts into a beaker (or clean tumbler). Place in this a bottle containing a sample of the oil. Place over the salt a mixture of 5 parts hydrochloric acid and 5 parts of cold water. The temperature is reduced slowly, and can be observed from time to time as the oil thickens. Any freezing mixture or even ice can be used in place of the above."

It may be added that the sodium carbonate, Glauber salts and hydrochloric, or muriatic, acid may be obtained in small quantities at any drug store for a few cents.

De Lisser Relinquishes Ajax Presidency.

Horace De Lisser has resigned the presidency of the Ajax-Grieb Rubber Co., Trenton, N. J., to engage in the automobile business. He has been succeeded by A. J. Grieb.

California Store Changes Owners.

E. M. Bland has purchased the bicycle store of Bryan Bros. in Riverside, Cal. Previously Bland was in the telephone business.

some of the gasolene finds its way to the ground, either from over-filling or because of carelessness in pouring into the filler nozzle or the funnel. To start the engine over a mine of this sort is to invite disaster, for often flame is belched from the muffler when the engine races, particularly if there is an unburnt charge in the passages or the cut-out is open. Occasionally a leak in the feed line or tank, or dripping from the float chamber through the failure of the needle valve to seat tightly, will allow enough gasolene to trickle down to the ground and form a body of explosive gas which is readily ignited by the slightest suspicion of a spark. It is important to stop such leaks, and it is of equal importance if unnecessary risks would be avoided to abstain from starting an engine over a patch of ground which is saturated with gasolene. Immunity from the danger is so easily obtained as to be well worth the effort.

Baker to "Job" the Light.

Coincident with their acquirement of a larger store, affording much additional "elbow room," F. A. Baker & Co., 10 Warren street, New York City, have taken on Light motorcycles in a jobbing capacity. Their territory comprises Greater New York.

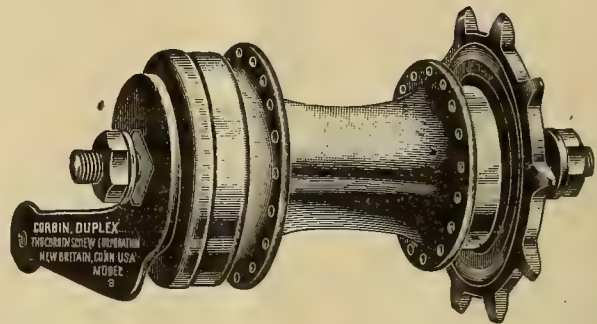
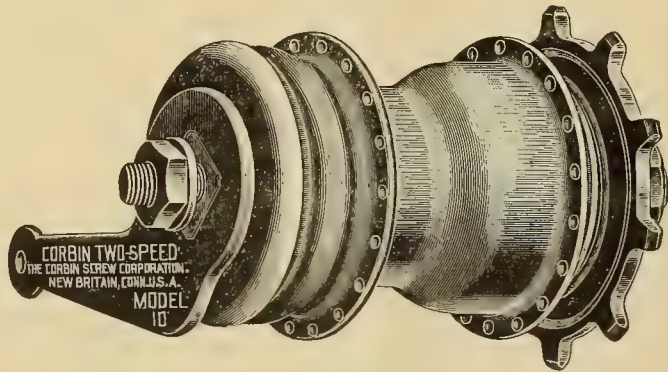
There is

Not One Good Reason

why every bicycle in use should not be fitted with coaster brakes.

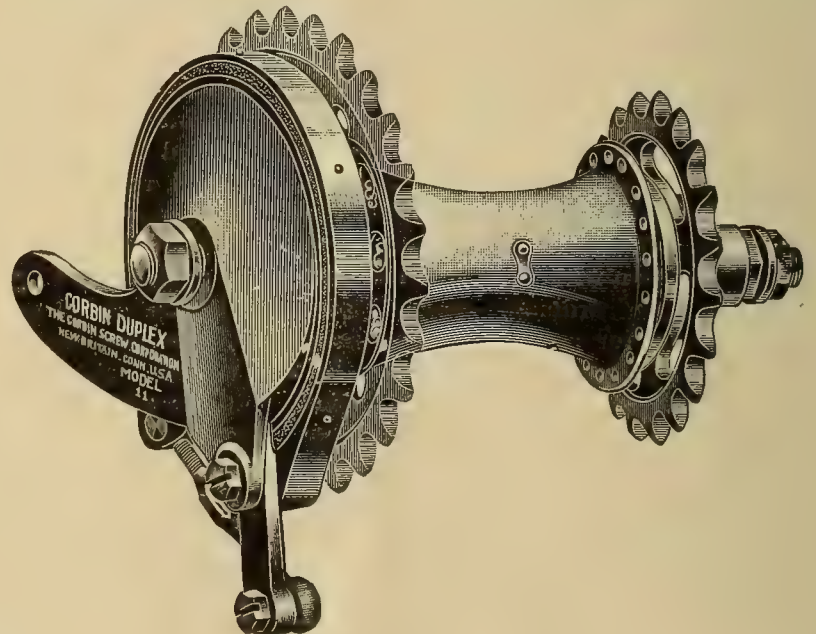
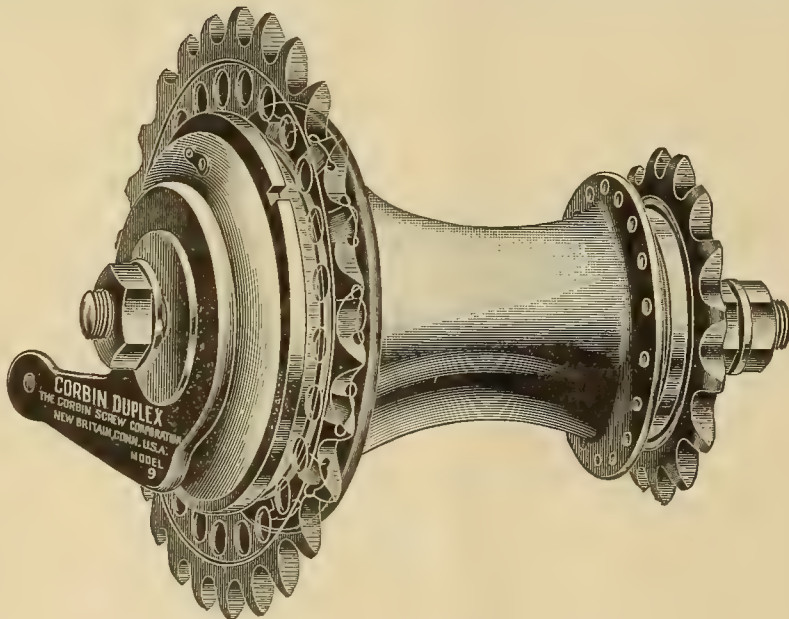
There Is Every Reason

why most of them should be fitted with



Corbin Coaster Brakes

just as most motorcycles in use or to be used are provided with
one or the other of these Corbins:



Almost any rider who uses a Corbin will give you the reasons, if
you do not already know them.

CORBIN SCREW CORPORATION, New Britain, Conn.

Licensed Coaster Brake Manufacturers.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
1877

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MARCH 19, 1910.

"The Bicycling World sure is 'the goods' in the line of a bicycle and motorcycle publication; it is entitled to all praise."—F. Zugner, Rome, N. Y.

The Lesson of Street Car Strikes.

It requires a street car strike such as prevails in Philadelphia to demonstrate pointedly the truth of the saying, "Nothing can take the place of the bicycle."

It is on such occasions that thousands of persons who long since ceased to think of bicycles and as many thousands who never thought of them before, straightway call them to mind, and then is the time when those persons of the first-named class who are lucky enough to have long disused bicycles on their premises, have quick recourse to them and count themselves fortunate, indeed. Of all the friends in need, none that affords a means of locomotion, is so safe, so sure, so convenient, so economical as the bicycle. "When all else fails, the bicycle remains," might well be written of it.

Street cars, railroads, motor cars and the like are excellent enough when they are at their best and when the whole of the complicated and expensive organization or machinery on which their operation depends is in perfect working order, but when a labor strike occurs or a cog goes wrong

they stop, and it requires time and money, and usually both, to get them going again. How different in the case of the bicycle!

It is not surprising that thousands of old bicycles have been rescued from their resting places in Philadelphia cellars and garrets and again placed in active service, nor that many new ones have been sold or that the demand for second-hands has exceeded the supply. Even the croakers in Philadelphia newspaper offices who periodically prate of the "passing of the bicycle" ought to have reason enough to realize the senselessness of such utterances; and if there were a few dealers in the big city who had courage enough to seize the opportunity and advertise bicycles in a large way, their returns ought to make the expenditure worth while.

It has happened after most street car strikes that, despite subsequent settlement and a resumption of regular, uninterrupted service, a good proportion of the public nevertheless stick to the bicycles which first they rode to business purely as an emergency measure. In this way all such "strikes" are of more than passing assistance to cycling—and to new or reclaimed riders as well. For, quite apart from the carfares involved, a free and independent and always dependable vehicle which permits avoidance of jammed and stuffy street cars and affords fresh air and gentle exercise at the beginning and the end of each business day, when it is most needed, serves more than utilitarian purposes even during an emergency.

Where Gold and Silver are Best!

Despite the fact that on their own roads and on their own tracks, under the eyes of their own officials and timed by their own watches, our dear brothers who live in England have witnessed the speed of which American motorcycles are capable, they still find it difficult, if not impossible, to credit the records made in America.

They appear so stunned by the fact that England figures so little in the tables of world's records as not to be able to comprehend the truth when they see it. One of the dear fellows even refers to Dr. Cook—the Arctic fakir who first was exposed by his own American countrymen—in discussing the American records, and appears to fancy that the reference proves something—and it does; but not concerning Americans or their records. To the credit of the British flag, however, be it said that the air of America has had some good effect

on at least one of its subjects—a Canadian whose brain is not befogged by insular prejudice. Writing from Toronto to the chief organ of the skeptics, he says:

"It seems to me that the Indian has demonstrated in England the possible accuracy of published American records; besides, it is hardly likely that audiences of several thousands would repeatedly submit to being fooled by faked records. Americans showed, some hundred odd years ago, that at that early date they were not altogether fools. Will 'we Britishers' send some of your fast machines to America and compete against the American machines, as the Hendee people have done in England? We Canadians hope so. Englishmen are usually considered good sportsmen, but it is not too sportsmanlike to be continually doubting records because you cannot make as good."

These are the utterances of a real sportsman, and they are very much to the point, but we doubt that they will prove of much effect on a nation which apparently fancies that Americans are a tribe of people who wear red flannel shirts and pistols in their belts and who hold up trains and slay redskins for pastime. The dominant English trait was deliciously expressed by Balzac years ago when he wrote: "Few Englishmen there are who will not maintain that the gold and silver of England are much better than the gold and silver of any other country." In the many generations that have intervened since Balzac's time, English character has undergone small change. Nothing better could serve to prove it than the continued doubting of American records in the face of corroborative evidence obtained by English eyes and English watches. This skepticism also is merely in the nature of history repeating itself. Our brothers who live in England doubted our bicycle records in exactly the same way until they wearied of their own doubts and tired of playing ostrich.

Nowadays the young man in want of a motorcycle whose purse is too slender to permit of investment in a new one has small reason for remaining unsatisfied, and smaller excuse for "going wrong" when he does make a purchase. During the past few weeks, the Bicycling World's "Wants and For Sale" column has offered so many good things in the way of second hand motorcycles of high repute and established worth, that no person with from \$75 to \$150 to invest can complain of lack of opportunity to "buy right" and within his means.

CORRESPONDENCE

The Matter of Valve Timing.

Editor of the Bicycling World:

I noticed in the Bicycling World, issue of November 27th, 1909, an article regarding late inlet valve closing. I shall be very glad to learn if there be a like advantage governing the closing of the exhaust valve. Will you please give me a little light concerning the scientific timing of a motor having an automatic inlet valve and a mechanical exhaust valve?

LLOYD L. ECREMENT,
Robertsville, Ohio.

[All questions of valve timing depend very largely on the area of valve opening, the position of the valves, the speed of the piston and the shape of the combustion chamber. It is customary with most motorcycle engines to close the exhaust about on dead center. If the valve opening is restricted so that the exhaust is throttled, or if the exhaust pipe is very long and free from obstruction, so that the inertia of the exhaust gases themselves tends to create a suction effect and so tend to pull out of the cylinder more gas than would flow naturally, it sometimes pays to hold the exhaust valve open for some time; in some cases it is not closed until after the inlet opens, strange as it may seem. In an examination of 30 different motors made by a foreign expert some time ago, it was found that in 16 cases the exhaust closed on center, while the lags varied from 5 to 28 degrees of crank travel. It is evident that the valve ought to remain open as long as there is any tendency for the exhaust to flow out of the cylinder, and that it need not close until the movement of the piston would tend to draw some of the exhaust back into the cylinder.

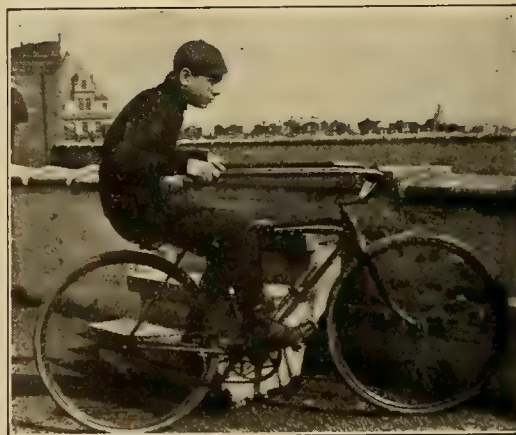
With the mechanical inlet, it might be thought that the timing of the valves would be entirely controlled by the exhaust cam. As a matter of fact, the tension of the inlet spring has a great deal to do with it, since it governs the amount of gas taken into the cylinder, and so the pressure of the exhaust. The spring must be light enough so that the valve will open the instant the piston starts on its downward travel, yet not so light as to permit the valve to remain open after the piston reaches the end of its suction stroke. Perhaps the best adjustment is that obtained by weakening the spring until the valve begins to close with a loud and distinctive click, and then stretching it until the clicking just ceases to be noticeable. As the pressure of the gas against the piston, and so the impulse to turn the crank shaft, practically ceases the instant the exhaust is opened, it is desirable to release the exhaust no earlier than is absolutely necessary in order to clear the cylinder. The rapidity of flow of the exhaust, of course, depends upon the design of the cylinder, but it is customary in

motorcycle engines to begin to open the valve when the piston is at least $\frac{1}{4}$ inch above the lower dead center on the working stroke, and frequently considerably earlier. Generally the valve is closed on dead center in order to take advantage of the full stroke for the suction. It is possible that a slight amount of lag might be employed profitably in some engines, though that is a matter for experimental proof.]

Obtaining the "Motorcycle Position."

Editor of the Bicycling World:

There may be other riders who, like myself, wish to obtain a "motorcycle position" while riding their bicycles. The picture shows how I accomplished the desired end merely by adding wooden extensions to



the handlebars and reversing the saddle post. For the long bars, get two old broomsticks and saw them off 1, $1\frac{1}{2}$ or 2 feet long. Whittle them at the sawed ends so that they will fit into the bars tightly for about 3 inches. Put bolts through the handle bars about $1\frac{1}{2}$ inches from the ends to prevent the sticks from working out. Now turn the seat post around and lower it as far as possible. Then replace the saddle and ride away happily.

ARLAND R. CRAPO, New York City.

Nerent Denies that He was "Fatigued."

Editor of the Bicycling World:

The account of the inter-city pursuit race between New York and Brooklyn teams, published in last week's Bicycling World, was very good, except for one line, where you state that I "became fatigued." I would like to have this corrected, as I have never quit in a race as long as I have been in the game, and I do not wish to have anyone think so. It is true that Raleigh was all in before his work was done, but it was a different story in my case. I will acknowledge it was a very hard race and I felt tired, but I didn't quit, as Vanden Dries and I had an agreement that he was to do the sprinting for the team, and that I was to let him go all the way three laps from the finish. It was not until after Vanden Dries began his sprint that I sat up, as there was nothing more for me to do.

I notice you had no write-up of the 3,500 meters bicycle race held at the Olympic games at the 22d Regiment armory on Feb-

COMING EVENTS

April 10, Washington, D. C.—Washington Sports Association's sealed reliability motorcycle run; open.

May 1, New York City—Courier Cycle Club's first spring century run for bicycles and motorcycles; open.

May 29-30, Newark, N. J.—New Jersey Motorcycle Club's 350 miles endurance run to Easton, Pa., and return; open.

May 30, Springfield, Mass.—Springfield Motorcycle Club's 500 miles race at Springfield Stadium; open.

June 5, New York City—Century Road Club Association's annual century run from Columbus Circle; open.

August 3, 4 and 5, Atlantic City, N. J.—Joint midsummer meeting of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers.

February 19. It was an important set of games and a fine bicycle race. I won from the 90 meters mark; J. Buckingham, 100 meters, was second, and E. S. West, 140 meters, finished third.

CHARLES NERENT, New York City.

May Revive the Cycle Path Handicap.

With the Irvington-Millburn road race a thing of the past, the New York State Division, Century Road Club of America, is planning to revive the famous 25 miles Coney Island Cycle Path race. A sanction has been obtained from the National Cycling Association and the club has reasons to believe that a permit may be secured from the Park Commissioner of Brooklyn to use the cycle path on May 30th, which this year comes on Monday. No more ideal location for a road race can be imagined than the Coney Island Cycle Path, and if the Century Road Club of America is successful in obtaining a permit it is safe to say that at least 10,000 or more persons will witness the race on Decoration Day.

Racer's Tall Tale of High Wages.

The bicycle repairman's lot must be an easy one in South Africa, according to Tom Gascoyne, the old time English crack, who has been riding there during the last few months. Writing from Johannesburg, Gascoyne, in speaking of another rider named Frank Murphy, states that he has secured work in a bicycle shop at \$5 a day, and that all he is required to do is to tell the black laborers how to do the work. Some of the experienced workmen in the mines make as high as \$900 a month, according to Gascoyne, although the average rate of wages for white employees is about \$150 to \$300 per month. Gascoyne, unfortunately, does not tell how much it costs to live in his land of high wages.

MOTORS HUM IN A BASEBALL PARK

Denver Starts Ambitious and Alternating Program—Armstrong Gets Two Firsts and Gilfillan Takes a Tumble.

With a crowd of 3,000 persons in attendance the season's initial motorcycle meet at the Broadway park, Denver, Col., Sunday afternoon last, 13th inst., was a great success. A dirt track measuring 18 laps to 5 miles had been constructed around the baseball diamond, and last Sunday's meet was the first of a series that will be held every Sunday until the ball season opens, and thereafter whenever the Denver nine is absent from the city. Thomas McConnell, who manages the baseball games, will promote the motorcycle meets.

The chief race of the afternoon was a five miles match between Glen Boyd and Earl Armstrong, both mounted upon 7 horsepower Indians. Not more than two or three lengths separated the men for the entire 18 laps, and the speed, for a small track, was sufficient to make the nerves of all the spectators thrill. Armstrong won by a narrow margin.

The five miles free-for-all race attracted five riders—Earl Armstrong, Indian; Glen Boyd, Indian; Joseph Walters, Apache; D. C. Warren, Harley-Davidson, and J. Allbright, Excelsior. After an exciting scrimmage Armstrong won out over Boyd, with Allbright third, and Walters fourth. Time, 8:07.

Boyd made a runaway of the ten miles for stock machines, in which John Allbright, Excelsior; D. E. Cassidy, Excelsior, and G. H. Good, Harley-Davidson, also started. Allbright retired on account of a puncture in the sixth lap, and Cassidy joined the also rans when his oil tank became dry. Boyd finished in 16:11, four laps in front of Good.

Two bicycle events rounded out the program, and in the five miles paced race was the only approach to an accident. In this, C. G. Gilfillan, pacing M. Fredericks, turned back to say something to his man. He ran into the soft dirt at the outer edge of the track and toppled over, striking his head in such a way that he was rendered unconscious for a few minutes. His place was immediately taken by Allbright, but Fredericks could not make up the lost distance and finished third. The race was won by J. E. Mowbray, paced by Walters, with W. H. Watson, behind Armstrong, a close second. The two miles unpaced bicycle race went to Fredericks. Bert Brogerman came in second. The summaries:

Five miles match—Won by Earl Armstrong, Indian; second, Glen Boyd, Indian. Time, 7:23½.

Ten miles for stock machines—Won by Glen Boyd, Indian; second, G. H. Good, Harley-Davidson. Time, 16:11.

Five miles free-for-all—Won by Earl Armstrong, Indian; second, Glen Boyd, In-

dian; third, J. Allbright, Excelsior; fourth, Joe Walters, Apache. Time, 8:07.

Five miles bicycle, motor paced—Won by J. E. Mowbray; second, W. H. Watson; third, M. Fredericks. Time, 11:37.

Two miles bicycle scratch—Won by M. Fredericks; second, Bert Brogerman. Time, 4:39.

The Cause of Buffalo's Head-Turning.

During the last few weeks Buffalo has had new cause to turn its head, not once, but several times. The cause is none other than a woman riding a motor bicycle. As she is the first of her sex to do that sort of



MISS CATHERINE RICK

thing in the big city by the lake, it follows that she has created something of a sensation, and caused eyes to blink and tongues to wag. The lady in question is Miss Catherine Rick, who is of the F. F. Rick & Co. family. That the Bisons are justified in taking a second look is attested by the accompanying illustration.

Motorcyclist to Paint the World.

In a literal sense, painting a trail of signs around the world might appear a prodigious undertaking, yet that is what Leroy Hendricks, of Sterling, Ill., proposes to do, according to dispatches from that city. Hendricks, who is a son of Mayor A. R. Hendricks, of Sterling, will leave April 1 on a motorcycle trip around the world. He will take no money with him, but will attempt to make expenses by painting signs, according to the tale from Sterling.

Poughkeepsie Affiliates with F. A. M.

The Poughkeepsie (N. Y.) Motorcycle Club has become affiliated with the Federation of American Motorcyclists. The association was made through Local Commissioner Price.

"SOMETHING DOING ALL THE WHILE"

New Motorcycle Association Adopts Schedule that Suggests the Slogan—Seven Clubs Slate 40 Events.

The forthcoming season will be a busy one indeed for local motorcyclists if all the events that have been calendared by the newly organized Metropolitan Association of Motorcycle Clubs are run per schedule. No less than 40 events have been programmed.

The association, which numbers among its members the New Jersey, New York, Harlem, Linden, Long Island, Concourse and Metropolitan motorcycle clubs, held a meeting in the Harlem M. C.'s new rooms Monday night last, 14th inst., there being 21 delegates present from the various clubs.

The chief business transacted was the apportionment of dates for events between the various clubs, and the appointment of committees by L. H. Guterman, president of the association. His appointees are as follows:

Contest committee—M. P. Sullivan, Concourse M. C., chairman; J. N. Constant, Linden M. C.; Dr. J. P. Thornley, New York M. C., and H. C. Page, New Jersey M. C. Roads and Tours committee—George Reichy, New Jersey M. C., chairman; William A. McClelland, Concourse M. C.; A. B. Pollock; Linden M. C., and William L. Coursen, Harlem M. C. Finance committee—V. H. Downs, Concourse, M. C., chairman; P. W. Stevens, New Jersey M. C.; A. C. Klages, Long Island M. C., and M. McKeever, Metropolitan M. C. Publicity committee—J. L. Sauer, Harlem M. C., chairman; Harold Fletcher, Linden M. C.; R. S. Morton, New York M. C., and R. B. Whitehead, New Jersey M. C.

Of the 40 events that have been scheduled not all of them are competitive events, although the majority are to be classed in that category. There are 19 century and pleasure runs, 4 quarterly trials, 2 endurance contests, 2 economy contests, 2 hill climbs and 20 race meets. The New Jersey M. C. will be the most active promoter of track meets, having programmed no less than 12 meets under its sole management, and having a hand in another. The complete schedule is as follows:

Road events—April 3, N. Y. M. C., first Quarterly Trial; April 17, Linden M. C., century; May 1, N. Y. M. C., century; May 15, Harlem M. C., century; May 29-30, N. J. M. C., endurance run; June 5, Concourse M. C., Savin Rock run; June 12, Long Island M. C., century; June 19, N. Y. A. C., second Quarterly Trial; July 2, 3, 4, Harlem M. C., Atlantic City run; July 10, Long Island M. C., hill climb; July 17, Concourse M. C., economy test; July 24, Linden M. C., 150 miles run; August 6, N. Y. M. C., hill climb; September 4-5, Joint Association

endurance run; September 11, N. Y. M. C., third Quarterly Trial; September 18, Harlem M. C., century; October 2, Linden M. C., century; October 16, Metropolitan M. C., century; October 23, N. Y. M. C., economy, non-stop; November 6, N. Y. M. C., fourth Quarter Trial.

Track Race Meets—May 8, N. J. M. C.; June 12, N. J. M. C.; June 19, Harlem M. C.; June 26, N. J. M. C.; July 9, N. J. M. C.; July 16, N. Y. M. C.; July 23, N. J. M. C.; July 30, N. J. M. C.; August 7, Linden M.

"SOCIETY" RESUMES ITS CYCLING

Mrs. Reginald Vanderbilt and Others of the "Smart Set," Supply Camera Evidence—Bicycles at Palm Beach.

Persons who take nourishment and inspiration from society or what are called "smart sets," and who nod only when Homer nods, should prepare to buy bicycles again. For society and the "smart sets" are

As a matter of fact, not a few of the men and women of wealth and fashion have continued to ride bicycles, despite the prevalent notion to the contrary. In Newport, in Tuxedo Park and other places in which they reside "in season," they frequently are seen a wheel, but it is in Florida—at Palm Beach in particular—to which they migrate for the winter months, that they oftenest and most numerous are seen cycling in public. It was at Palm Beach that Mrs. Vanderbilt "stood" for her picture, and it



MISS LANGLEY OF PROVIDENCE, R. I.



MISS HARRIS AND MISS KOHLMAAT

C.; July 13, N. J. M. C.; July 20, N. Y. M. C.; July 27, N. J. M. C.; September 10, Harlem M. C.; September 18, N. J. M. C.; July 24, N. J. M. C.; October 2, N. J. M. C.; October 9, N. Y. M. C.; October 16, N. Y. M. C.; October 30, N. J. M. C.; November climb; September 4-5, Joint Association meet.

Berlin Has a New Velodrome.

The famous velodrome at the Botanical Gardens in Berlin, Germany, will disappear shortly, and the exciting scenes of six-day racing will be shifted to a new and bigger establishment a short distance from the railway station "Besselstrasse," which is being built by the owner of the Treptow Velodrome. The new building really is a skating rink, but work is being pushed on rapidly in an endeavor to change it into a saucer track, 333.33 meters in circumference (one-third of a kilometer). One reason given for the abolition of the Botanical Garden Velodrome, where the Macfarland-Moran and Rutt-Clarke teams rode to victory, is the great number of accidents which occurred recently in the motor-paced races, some of which, like the one on July 18, 1909, resulted in several deaths. It is the intention of the owner to rush work on the new track so as to have it ready for the races to be held there in the early part of April.

not only riding them once more but have been "caught in the act," and some of them have been so proud of it that they actually



MRS. REGINALD VANDERBILT

have posed for their pictures. Witness Mrs. Reginald Vanderbilt posed "in the shade of the sheltering palms."

was there that the accompanying snapshots also were taken. One portrays Miss Kohlmaat of Chicago and Miss Adele Harris cycling near the Royal Ponciana Hotel, and the ladies' bicycles leaning against the hotel indicate that "there are others." The other picture shows Miss Langley on the splendid road near Lake Worth.

At most of these "swell" winter resorts in Florida, bicycles are sufficiently in demand to merit the maintenance of cycle liveries. That at Palm Beach is unusually well stocked and well appointed, and such of the fashionable sojourners as do not keep bicycles of their own at their cottages make use of those obtainable at the livery.

Will Match Motorcycle Adventures.

Situated in a section of the country where opportunity and conditions for adventure, thrilling and otherwise, are particularly favorable, Texas should prove a fertile field as the scene of interesting motorcycling experiences. For that reason the weekly "experience meeting" which the Panther City Motorcycle Club of Fort Worth just has inaugurated should prove particularly fruitful and replete in the relation of "happenings." At the weekly sessions each rider is invited to tell of some exciting or noteworthy occurrence, and the prize story teller of the evening will receive some desirable motorcycle accessory.

SYRACUSE CANNOT GET ITS TRACK

Its Prospects of Having the F. A. M. National Assembly and Race Meet are Slim—Track Owners Obstinate.

Although the Syracuse Motorcycle Club is backed in its application for the annual national assembly and race meet of the Federation of American Motorcyclists by the promise of support from the mayor and the Chamber of Commerce, the New York State Fair Commission has thrown a douche of cold water upon the club's hope by refusing to permit the mile fair ground track to be used for motorcycle racing. In replying to the club's application the horsey owners of the track stated that the only day they would allow the course to be used for motorcycle races would be on September 17th, which has been set aside as "automobile day," and already has been bespoken for an automobile race meet by the local automobile club. A mixed meeting hardly could be successful upon the occasion of an annual meet. Besides, the only available date is two days beyond the statute of limitations, as the constitution of the F. A. M. provides that the annual meeting shall be held between June 15th and September 15th.

Many Events for Indoor Riders.

There will be plenty to keep the flat floor riders busy until the outdoor season opens next month, as bicycle races are to be conspicuous features of several indoor meet programs to be held within the next two weeks. A 5 miles race with three gold watches as the prizes will feature the Loughlin Lyceum games, to be held at the 47th Regiment armory, Brooklyn, Wednesday night, 30th inst. There will be an inter-city relay team race at the 71st Regiment armory, New York City, Saturday night, April 2d, and a 5 miles race in the 14th Regiment armory, Brooklyn, the same night, while a two miles scratch will feature the newsboys' games at the 22d Regiment armory on April 7th.

Date Fixed for Newark's Opening.

The opening date for the Newark (N. J.) Velodrome has been definitely fixed for Sunday afternoon, April 3d, and weekly meets will continue until warm weather, when an additional Wednesday night meet will be held each week. J. M. Chapman, who will manage the Revere Beach, Mass., track, as well as the new saucers he will build at Providence and New Haven, this week also announced that the opening meet at Revere will be on Tuesday, April 19th. The program will consist of two amateur and three professional sprint races and a motor paced event, with Moran and Collins as the probable contenders. The Salt Lake City saucer will hold its inaugural meet on May 30th, as usual. According to

a letter received from Manager H. W. Heagren this week the track needs little, if any repairing. Heagren states that an improvement will be made in the lighting system. The electric light poles will be removed, and the lights strung on cables, which will give about double the light, besides affording a clear view of the track.

English Amateur to Turn Pro Here.

The first foreign rider to reach New York City, prepared to make a conquest on American tracks this season, arrived here this week. He is Edward Wright, who comes from Leicester, England. He is 21 years old, weighs about 140 pounds, and stands 5 feet 10 inches. Wright, who says he has been riding about 12 years, claims to have defeated most of the crack amateurs in England, and says he is familiar with banked track racing. He will ride as a professional in this country, and has entered for the opening meet at the Newark Velodrome.

Club Captain Offers Rich Prizes.

To stimulate interest in its club runs Dr. I. W. Letcher, captain of the San Francisco Motorcycle Club has offered three unusually attractive prizes for those members who show the best attendance and highest scores in runs of the club during the season. The prizes are a 21-jeweled gold watch, another gold watch and a silk sofa pillow made up of the club's ribbons, respectively, for the three best performances, and they will be awarded in addition to the usual gold and silver medals offered by the club.

Vanden Dries Once More in Front.

Riding from scratch, William Vanden Dries, of the New York A. C., won the two miles bicycle handicap at the annual games of the St. Matthew's Holy Name Society, held in the Twenty-second Regiment armory, New York City, Thursday night, 17th inst. The time was 5:28 $\frac{3}{4}$. R. G. Carlson, of the 22d Twenty-second Regiment was second from the 60 yards mark, and William Buckingham, Jr., of the same regiment, was third; from an allowance of 80 yards.

More F. A. M. Commissioners are Named.

Charles A. Wyatt, vice-president of the Western District, Federation of American Motorcyclists, has appointed the following state commissioners in his district: Minnesota, R. J. Bedson, St. Paul; North Dakota, John Malm, Kuhn; South Dakota, P. N. Bushnell, Aberdeen; Wyoming, C. E. Williams, Cheyenne. B. Hall, of Cleveland, and Bernice Swank, of Arcanum, have also been named as local commissioners in Ohio.

Motorcycle Club Tempts the Fair Sex.

In order that more members of the fair sex may become interested in motorcycling than at present is the case, the San Francisco Motorcycle Club has decided to open its membership list to women at the nominal dues of 25 cents per month. No initiation fee will be exacted from the first twelve applicants.

CLARK SUFFERS A SHARP DEFEAT

Ellegaard, Pouchois and Dupre "Put It on Him" at Paris—"Rocket" Needs Time to Work Off His "Hog Fat."

A. J. Clarke's re-entry in Parisian racing circles at the winter track, Paris, March 6th, when he met Ellegaard, of Denmark, and Pouchois and Dupre, of France, in a match race, was not as auspicious as either he, or his numerous American friends, might have wished. Clarke finished last, and he can blame no one but himself, as he had only been training for four days preliminary to the meeting, and previous to that was in a "hog-fat" condition.

Since his two brilliant six days race victories in New York and Berlin, with Walter Rutt as his partner, Clarke, in company with his mentor, Macfarland, has been resting at Chantilly, at the residence of Milton Henry, the American jockey. According to letters received from both Macfarland and Clarke, they have been living upon the fat of the land, so it is not surprising that Clarke, who is short and stocky, should take on weight rather rapidly. As Clarke's forte is outdoor riding, it is supposed that he does not intend to train very seriously until the summer tracks open. There is no doubt that he will buckle down to work then, as it is reported that he intends to make a very serious attempt to win the world's championship at Brussels in July.

The match between Ellegaard, Pouchois and Clarke was run in four heats, with three men in each. In the first heat Ellegaard, Pouchois and Dupre tried conclusions. It was a very exciting heat. Ellegaard defeated Pouchois, who certainly is a coming champion, only by "a quarter of the width of a tire," according to Parisian reports, while Dupre trailed by a half length. Clarke was accorded a great ovation when he lined up with Dupre and Pouchois for the second heat, for the little adopted American is very popular in the city of boulevards. Clarke took the lead at the start, but was passed by Dupre, after which he again rode to the front. Clarke had the premier position at the bell, but Dupre made a mighty jump and passed. The surprise was occasioned by Pouchois who slipped through between Clarke and the pole line and got within a quarter wheel of Dupre at the tape. Clarke was a length behind Pouchois.

In the third heat Clarke, Ellegaard and Pouchois were the contenders. Ellegaard did not hesitate in taking the lead. Clarke jumped at the bell, but Ellegaard made a surprising sprint and passed, Pouchois again managing to get second position. The fourth heat had Ellegaard, Dupre and Clarke in line, the Dane defeating the Frenchman, who by the way, succeeded to the title of world's sprint champion long held by Ellegaard, by a length. Clarke

was third. The point system of scoring gave Ellegaard the victory with 3 points, while Dupre and Pouchois tied for second position with 6 points each. Clarke's score was 9 points.

The remainder of the program was interesting. In the international scratch race eccentric Henri Mayer defeated Schilling by a half length, with Jacquelin third and Didier fourth. Dupre and Delage scored in the tandem race and Theile defeated Brocco in an unlimited match pursuit. The motor paced race between Contenet, Huybrechts and Bruni resulted in a victory for the Frenchman, although the Belgian coming man made a better showing in the face of punctures and misfires. Bruni was third, 2½ laps behind Contenet.

Salt Palace Selects Its Officials.

Harry W. Heagren, who will again manage the Salt Palace saucer track at Salt Lake City, Utah, has named his officials for the season. They are as follows:

Charles L. Berry, N. C. A. representative; R. L. Conely, referee; W. P. Fowler, assistant referee; J. N. Sharp, assistant referee. Judges, J. H. Moore, Charles H. Dowse, A. E. Vandeventer, Judge C. B. Diehl, R. S. Wright, Leland S. Moore, Charles R. Brazier, J. B. Edmonds. Timers, D. A. Callahan, F. J. Watson, P. J. Ouelette, Dr. Charles G. Plummer, E. L. Wille, J. M. Jorgenson, Sidney Smith, S. C. Snyder, P. R. Ruder, Charles White, A. W. Cowen, S. D. Reid. Scorers, William Hughes, W. H. Nightengale, C. H. Cutting, Burt Margetts, Harry S. Anderson, D. W. Lippmann, C. R. Grimmett, H. T. Rippetto, James Kirsh, W. T. Jackson, W. S. Zering, M. F. Cunningham. Tod Cain, starter; Dr. Fred W. Meakin, announcer; Richard Grames, clerk of course; Drs. R. R. Brownfield, I. W. Waite, George L. Weiler, surgeons.

Failed to Hoodwink the Police.

A Shreveport (La.) motorcyclist has invented a new excuse for speeding, following a crusade that the police have started against scorchers in that city. The motorcycling young man entered police headquarters one day last week and complained that if he kept his machine going as slowly as 15 miles an hour he would burn it up, as the engine would not keep cool at such a low speed. He wanted to know if he would be molested if he ran a little faster. The police knew something about the workings of an air cooled engine, however, and naturally did not give the young man carte blanche to speed as he desired.

Record Damages for Cyclist's Death.

One of the largest damage suits that has ever been brought for the death of a bicyclist is being fought out in the Supreme Court at Syracuse, N. Y. Mrs. Elizabeth McCammon Northrup, as administratrix, is suing the Syracuse Rapid Transit Co. for \$50,000 damages as the result of an accident which killed her husband August 15th, 1906.

Milton H. Northrup, at that time postmaster of Syracuse, was riding his bicycle across South Salina street, when a rapidly moving trolley car belonging to the defendant company struck him and inflicted injuries from which he died that same night. The suit has been dragging in the courts for several years. So far as can be ascertained, it is one of the largest damage suits of its kind ever instituted. The damaged bicycle is one of the chief exhibits in the case.

More F. A. M. Commissioners Chosen.

In addition to those that already have been named, the following local commissioners for the Federation of American Motorcyclists, have been appointed in their respective districts: A. E. Weed, Cortland, N. Y.; G. H. Ellsworth, Rochester, N. Y.; Amos Shirley, W. L. Brown and H. A. Glieman, New York City; George B. Gifford, Jr., Jersey City, N. J.; Harold Moore, Portland, Me.; Arthur Boober, Milo, Me.; George A. Allen, Gardiner, Me., and E. C. Teague, Hebron, Me.

Crescents Plan a Busy Season.

With the approach of spring the Crescent Bicycle Club, of Baltimore, Md., is preparing for a busy season. The first event will be a closed road race on April 17th, to be followed with a big 12 miles open handicap road race over the Shell road course on Sunday, May 15th. The annual spring half-century run will take place on June 5th, to be followed by several other interesting events, calculated to stimulate interest in cycling in the Monumental city.

Des Moines Motorcyclists Organize.

Des Moines, Ia., soon will have a motorcycle club, over 50 riders having responded to a call sent out last week for a meeting to discuss the advisability of organizing. D. C. Cogswell was elected temporary chairman and Gilbert Smith temporary secretary, and a committee of three were appointed to draw up and submit a constitution and by-laws at the next meeting.

Cycle Track at Turin's Big Stadium.

An immense stadium, seating 100,000 spectators, will be constructed at Turin, Italy, next year when the International exposition takes place. The feature of the stadium will be a modern cement bicycle track, as the world's championship meeting will be held in that city during the exposition.

Baltimore Club in Khaki Uniform.

Khaki suits have been adopted by the Baltimore (Md.) Motorcycle Club as its official uniform. Over 30 members so attired joined in a club run last Sunday and, riding in double column, made a pleasing appearance.

Unusual Result of a Collision.

For about the first time in the history of such accidents, a motorcycle came off victor

in a collision with an automobile last week at San Jose, Cal. The automobile was going west of San Antonio street, when Raymond Chapman, on a motorcycle, came through First street. The motorcycle struck the automobile at right angles, forced the rear of the car partially around, with such force that G. T. Bullard, one of the occupants, was tossed to the ground. He sustained a broken collar bone and was taken to the City Receiving Hospital in an unconscious condition. Other occupants of the automobile were badly shaken and bruised, but Chapman escaped injury, although his front wheel was considerably dented.

Rider Claims \$8,266.50 for a Bump.

What can happen to a bicyclist when he is struck by an automobile has been brought out in the district court in Denver, Col., by the suit for damages which has been instituted against the Denver Omnibus & Cab Co., by Henry M. Green. In his affidavit of citation Green avers that his left collar bone was broken, his left arm and elbow sprained, the right side of his face bruised, the left side of his head bruised and contused, his right hand and fingers cut and lacerated, his left leg bruised and sprained below the knee, his spine wrenched and sprained, his nervous system greatly shocked, and internal injuries sustained in an accident that happened in Denver, July 19th last. Green alleges that he was riding on the proper side of the street when struck by an automobile belonging to the defendant, which was being driven at a speed in violation of the city ordinance, and further, that no warning or signal was given. Green has figured the desired compensation for his injuries to the cent, his claim being for \$8,266.50.

Easter "Egg Hunt" for Baltimoreans.

The Racycle Bicycle Club of Baltimore intends to make Easter Sunday, the 27th inst, an enjoyable occasion for its members. The club will hold a handicap road race, after which all the members may participate in an old-fashioned egg hunt, with prizes to the lucky finders. After the hunt the members will be the guests of Captain Fred Welsh.

C. R. C. A. Emulates the Early Bird.

To paraphrase an old saying, the Century Road Club Association believes that the early entry blank catches the riders. With that idea they already have issued entry blanks for the annual century run to be held on June 5th. Blanks may be secured from Sylvain Segal, 100 West 88th street, New York City.

Motorcycle Club for St. Joseph.

With over 40 motorcycle owners in the city, a movement has been launched in St. Joseph, Mo., looking to the formation of a club. C. W. Reid, 311 South Eighth street, and A. E. McCarthy, 915 Frederick avenue, are the leading spirits in the project.

THE TANNERS TAKE THE TEN HOURS

Buffalo Brothers Prove Their Mettle in Exciting Long Distance Race—Eight of Fourteen Teams Survive.

With the crowd of about 3,500 people on their feet yelling as mightily as at the finish of the six days race two weeks ago Joe Tanner, representing the team of Tanner brothers, won the first amateur ten hours' team race which finished in the Broadway Arsenal, Buffalo, N. Y., last Saturday night, 12th inst. One-half wheel behind was Edward Delling, of the Delling-Schieder combination, these two teams having finished one lap ahead of the next nearest two teams. The distance covered in the 10 hours was 219 miles 9 laps, which is rather slashing going for amateurs. In a corresponding period during the six days race the professionals covered 243 miles 3 laps. The only other two teams tied at the finish were E. C. Arenz-Alfred Mercer and Fred Schudt-Al. Krushel. Arenz won third place for his team by defeating Krushel.

With Zbyszko, the Polish wrestler, at the trigger of the starting gun, the race got under way at 1:30 p. m., Saturday, though not without considerable difficulty. The riders were so anxious to get into the lead that they bunched more than is usual at the start of a long race and the result was several falls. The starting teams were:

Ariel team, Joe Tanner and John Tanner; Little Old Buffalo team, Joe Schieder and Edward Delling; Tonowanda-Buffalo team, E. C. Arenz and Alfred Mercer; German-American team, Fred Schudt and Al. Krushel; East Side team, Leo Brietweiser and H. C. Becker; Pierce-Hudson team, T. D. Hitchcock and R. J. Hoover; Yankee Doodle team, A. N. Hare and F. C. Flach; American-Canadian team, F. P. Scott and W. E. Andrews; Messenger Boy team, W. J. Anthony and Charles Bowe; Pontiac team, G. Hoctor and C. E. Mortimer; Yankee Flyer team, Anthony Burke and Adam Fischer; North Oak team, J. Pflach and O. L. Safford; Hall Room Boys team, J. Striebach and F. E. Weber; Racycle team, J. Muehlbauer and J. C. Souter.

After the start the race went for at least nine minutes before there was a crash, and Muehlbauer, Burke and Flach slid down the steep embankment. By this time several of the teams already had started the fireworks and for a few minutes the bell ringer earned his money, as there was a succession of falls. Muehlbauer and Souter dropped the first lap after 35 minutes of riding, and as they lost two more in the first hour, Referee Dai H. Lewis declared them out of the race. The Striebach-Weber and Pfrang-Safford combinations dropped out at 5 o'clock.

Adam Fischer suffered a bad fall in the sixth hour, which necessitated nine stitches in his rectum. Fischer was game and want-

ed to finish the race, but Dr. McK. Hall ordered him home to bed. The team officially was declared out at 6.35, and a half hour later Hoctor and Mortimer decided they had sufficient long distance riding.

Until this time there had been plenty of sprinting, but when a team was about to gain a lap, an inopportune fall always rendered the lap-stealing attempt fruitless. At 7 o'clock little Krushel started a sprint that eventually broke up the field. The running was taken up by the Delling-Schieder and Tanner brothers combinations and after a wild burst of speed the trio overhauled all the remaining teams except the Hoover Hitchcock team. Just as they were about to lap this team a spill occurred, but the referee allowed the three teams the lap, as the trio would have overhauled Hitchcock in another lap.

About half-past nine, when the evening crowd had assumed large proportions, Joe Tanner jumped and unwound a Kramer-like sprint that dropped Schudt and Krushel and Schieder and Delling, and placed themselves a lap ahead of the field. After the sprinting was over and with the field tired Mercer jumped and gained a lap on the entire field, which placed his team even with Schudt and Krushel.

Schieder and Delling started another hard jam at 10 o'clock and got even with the Tanner brothers. After this team had gained a lap, the sprinting continued and Joe Tanner had a narrow escape from serious injury. Schudt bumped into Tanner and the latter was carried to the outer edge of the track. He would have gone over the bank had he not fortunately hit the scoreboard. He fell back to the track and picked himself up, badly scraped and bruised.

With two teams tied for first place the usual mile sprint was called and Joe Tanner rode against Delling. Tanner took the lead and rode slowly until two laps to go. Then he jumped and with Delling trailing closely the sprint for the tape began. Delling waited until the last half lap before making his bid, but he found Tanner with some reserve speed in his feet, the latter winning by one-half lap. Schudt was expected to represent his team in the ride-off of the tie for third position, but he could not secure his handle bars and so much time was lost that the referee finally ordered Krushel to take his place upon the track, Arenz lining up for his team. The second race was run exactly as the first. Arenz set the pace slowly until just before the bell lap. Krushel jumped, but Arenz was prepared and although his opponent got by, Arenz possessed the finishing jump that beat Krushel by six inches.

The official order of finish was as follows:

Position.	Team.	M. L.
1	Joe Tanner-Jack Tanner.....	219 9
2	Joe Schieder-Eddie Delling.....	219 9
3	E. C. Arenz-Alfred Mercer.....	219 8
4	Fred Schudt-Al. Krushel.....	219 8
5	Leo Breitwieser-H. G. Becker....	219 7
6	T. D. Hitchcock-R. J. Hoover...	219 6
7	A. N. Hare-F. C. Flach.....	219 5
8	F. P. Scott-W. E. Andrews.....	219 4

FRANK GALVIN PREPARES TO FLY

But Before Soaring He Expects to Find Coin in Paced Racing—Sails to Paris for the Purpose.

If it is as rough today at sea as it was on Thursday last, 17th inst., when the Provence, of the Compagnie Generale Transatlantique, pointed her nose toward the choppy, briny Atlantic, J. Frank Galvin, late of New Milford, Conn., but even more lately of around-Long Acre Square, the "our set" neighborhood of gay Manhattan, is indeed a very sick boy.

Galvin sailed on Thursday for "cher Paree"—he already has learned to pronounce it in "ze mannaire Parisienne." He goes with three objects in view. First and foremost is to see Paris by incandescent light. Secondly, he will ride behind pace in France and Germany this season, and lastly he intends to study aviation under the tutelage of Henri Farman, and will bring back an aeroplane when he returns.

This will make Galvin's second trip across the big drink. The first time was when he came to America from Dublin many, many years ago. In fact, it was so long ago that Galvin has forgotten whether or not he was seasick upon that occasion. What concerns him most is that he feels sure that he will voluntarily assist the stewards in feeding the fishes this time.

When the Bicycling World man located Galvin on the Provence just before she sailed Thursday morning, the crack pace follower was sitting in his cabin industriously perusing "Henry Wehman's Easy French in 12 Lessons for 25c." One of the forty-second-assistant stewards was vainly trying to teach him the correct manner of pronouncing "mal-de-mer." Galvin couldn't seem to strike the right accent and finally he said rather petulantly:

"Oh, I'll give it up!"

"Oui, oui, Monsieur," replied the steward, "zere ess not ze slightest doubt but zat you weel geev 'im up. Oo-la-la, la-lala-la. Mon Dieu! What a bon joke!"

After he had kicked the steward out of the room, Galvin burst out with:

"Oh, I know I am going to be seasick. I feel it in my bones. This is a cheerful day to be leaving America, isn't it? And St. Patrick's Day, at that! Wurra! Wurra! Why did I ever decide to go to France?"

And with that he almost wept. After he had recovered himself sufficiently, Galvin stated that he wanted to get to Paris without delay, and to facilitate matters with the customs highwaymen on the other side, he already had prepared his "declaration" of what he supposed would be dutiable goods. This is what he had written on a slip of paper:

"The clothes I have on.

"Some more clothes.

"Three bicycles.
 "1 Shamrock lucky charm.
 "How to Speak French in 12 Lessons, Price 25c.
 "Quart rub down liniment.
 "Bottle whiskey (may be gone when I get there).
 "Bottle smelling salts.
 "2 doz. assorted speed pills.
 "N. C. A. registration card.
 "Photograph of my sweetheart.
 "Clay pipe and tobacco.

SERVE LONDON'S BIG POSTOFFICE

Bicycles and Motorcycles Play an Important Part in Its System—Machines Painted "Postoffice Red."

As a gentle way of saying that they are "moss-backed," unprogressive and reluctant to adopt improvements, the governmental authorities of the European countries are sometimes styled "conservative," but what-

the accompanying illustration. Like their uniforms, their bicycles also bear external evidences of their official character, the machines being painted a "postoffice red."

Motorcycles are a more recent addition to the London postoffice equipment. As indicated by the illustration, they take the form of tri-cars and are used in package carrying service. Their capacity for load and their speed make them extremely valuable in the work, which requires every facility for its handling because of its im-



BOY BICYCLISTS WHO ARE ATTACHED TO THE LONDON POSTOFFICE

"One green Kelly (hat).
 "Box matches.
 "and some snake bite medicine."
 "What in the world do you want snake-bite medicine for?" the *Bicycling World* man asked Galvin.
 "Well, you see, it's this way," he replied. "You know St. Patrick drove all the snakes out of Ireland. I heard they all swam over to France, and I want to be prepared."

Seriously, though, Galvin expects to make good on foreign tracks. He will follow pace exclusively, and with a good machine should have no difficulty in holding his own against any of the European cracks. It is also true that while abroad Galvin will devote considerable time to aeronautics. He met Henri Farman when the latter was in America several years ago, and hopes to be taken under his wing, which is not meant for a pun, either. He will bring an aeroplane with him when he returns to America, which may be in the middle of the summer or in the fall, according to his reception on the other side. George Wiley, the Syracuse pace-follower, who was expected to sail with Galvin, backed out at the last minute, preferring to cast his lot with the American managers this season.

ever conservatism exists in the British postoffice department has not prevented that institution from making extensive use of bicycles and motorcycles where rapid ser-



MOTORCYCLE IN LONDON POSTAL SERVICE

vice is necessary. The cycle corps of the London postoffice is in itself a small army of boys and young men, some of whom, in their distinctive uniforms, are shown in

mense volume, due to the fact that Great Britain has "parcels post." The latter involves the carrying of packages and parcels at only a few cents' cost to the sender, so that the postoffice department is called upon to do much of the work that in this country is performed by private messengers and delivery systems.

Motorcycle "First Aid" to Save Lives.

Realizing that frequently in cases of accidents a few seconds may be the means of saving lives, the General Electric Co., of Schenectady, N. Y., has placed an order for a type of motorcycle "van," which will be used to convey a surgeon and first aid kit and instruments in the shortest possible time to the scene of the accident. The machine will be stationed at the company's emergency hospital and when an accident that calls for the aid of a physician occurs, the hospital is notified by telephone, and a doctor will be dispatched at once on the motorcycle. As the immense plant of the General Electric Co. is really a small city in itself, covering many acres of ground, and having more than a score of separate buildings, the value of a motorcycle in such cases readily can be appreciated.

MEN FROM MISSOURI SEE THINGS

Also They Have Some Experiences During
a Tour Abroad—English Understand-
ing of the Term "Wheels."

During many years cyclists innumerable have toured Europe, and although most of them follow the paths traveled by their predecessors, seeing the same old things that have been seen and commented upon before, each views them with new eyes, and in a different way. That is one of the joys of touring, for although one may previously have familiarized himself with the topography of the country, the manners and customs of the people to be met, and have read the experiences of every traveler that has gone before, there always is something new to be encountered.

An exemplification of this is the case of Fred W. Hunicke, a member of the St. Louis Cycling Club, who, in company with a friend, last year toured in several European countries. His experiences, impressions and opinions were detailed in an interesting manner at the recent annual banquet of the St. Louis Cycling Club.

Said Mr. Hunicke:

Two days after landing in Liverpool, where we first set foot on foreign soil, my friend and I walked the streets in search of a sign "Cycles to Rent." We did not have to look long, for of all the countries encouraging cycling, England is foremost; it is of common occurrence to see two and three cycle shops in one block. Having found one, we entered, and asked for two "wheels." We were not more explicit in our demands as we were curious to know just what kind of a bicycle the ordinary, and not the particular English wheelman rides. The clerk asked us if we wanted "free wheels."

"No, sir, two wheels," I answered.

"I understand—but do you want 'free wheels,'" he again asked.

"No, sir," I replied, and held up two fingers, thinking that he, perhaps, had difficulty with his speech.

"You evidently are Americans and do not understand what we mean by 'free wheel,'" was the shopkeeper's reply. He proceeded to explain. It is nothing more than our "coaster brake," with the important exception that it coasts but it does not brake.

After making a deposit of £4 or \$20, we led our steeds to the street. Of all the bicycles we ever saw those two were the most remarkable. My friend had a 28-inch frame and I had a 26, with a gong of 4 inches diameter under the saddle and a lamp about the size of a biscuit. In addition, there were two hand brakes, the one on the right to control the front wheel and the one on the left to control the rear wheel. In the center was an arrangement which controlled a seven-speeded gear, the manipulation of this "contraption" required

more patience than I was willing to give to it, but after riding a few miles into the country I found more amusement in applying the seven speeds than I did in enjoying the scenery, a large part of which I missed, as it required fully five minutes to change from the first to the seventh speed.

Having decided to go southward to London, we shipped our baggage ahead. On the way, we encountered several cyclists of different nationalities, among them two gentlemen from Boston, who were riding Pierce bicycles.

In the interest of prospective tourists who may desire to wheel abroad, I asked them if they experienced any difficulty with their American-made wheels. They replied:

"We are on our way to northern Scotland from Italy, have covered some seven hundred miles, and had but one accident, if it might be called so. My friend broke his cushion spring, but with the aid of an ingenious German mechanic of Berlin, we soon repaired it and were on our way. We have had perhaps, a dozen punctures, which were the nearest approach to trouble."

It was not long before we noticed that all vehicles traveled on the left side of the road, and at first thought we concluded England had no road laws, but on entering the first town, found that it is the rule in England to keep to the left and not to the right, as is the case in America. For a while this reversal of habit caused us much inconvenience and embarrassment, and we were the target of many an English driver's oath—which, by the way, were rather mild—but gradually we became fairly used to the rule: "Keep to the left and you are sure to be right."

We were particularly interested in the manner in which the cyclists in England are prepared for rain. Over there hardly a week passes without two or three days of downpour, and to overcome this drawback, the riders equip themselves with a large heavy cape, which hangs from the shoulders, reaches over the handle bars in front and the top of the wheel in back. It is of common occurrence to see groups of cyclists riding in the rain with their capes and luggage strapped on a frame over the rear wheel. I recall one party in particular, a family of five; father, mother, and three sons, also on their way to London, who at the time we saw them, were riding in a driving storm without any apparent effort or discomfort.

Perhaps the greatest convenience of the roads in England is the numerous inns and lodging houses, which are to be found every mile or so, with a sign posted "Accommodations for Cyclists," and under it the emblem of the Cyclists' Tourist Club, a national wheelman's organization, which we unfortunately did not join, as its members enjoy many reductions, privileges and preferences over other cyclists, a fact which it did not take us long to discover. It might be well to say here that Harry Lang's maxim, "Eat a biscuit for every hill" would not find audience in England. Firstly, there

are no biscuits, as we understand them, and secondly, there are few hills, at least what my cycle friends of more experience call hills; we encountered only "pimples." This does not mean that England is a flat prairie like the state of Kansas, for it is just the reverse; it is the most beautiful country in the world for landscape.

Incidentally it might be well to answer the question which has so often been asked, "What makes the European roads so good?" The answers are manifold. The European countries allot a certain district to certain workmen living on the road on which his house is built, and he keeps it in condition and repair. But the principal reason is that these roads are very old, some of them dating back more than a thousand years. I refer to two in particular, one in England, called the Watling Street road, which runs between Chester (about 30 miles from Liverpool) and London, built by the Romans, approximately 20 centuries ago, and, the second in Italy, called the Appian Way, also built by the Romans long before their invasion of England. It was started in 312 B. C. This accounts for the hard condition of the European roads which are rock several feet deep in some instances.

After arriving in London, we were compelled to dispose of our wheels as traffic on thoroughfares of the "busiest city in the world" is so dense that "navigation" with our "boats" afforded no pleasure. However, we spent a week enjoying the sights and giving our "lower extremities" a good rest.

The following week we left for Belgium where we did very little riding on account of our unfamiliarity with the French language, but on arriving in Germany we were again well under way as both my companion and myself spoke German, at least sufficiently well to get along.

I recall but one incident of our cycling in Germany. After renting two wheels, we examined them carefully. We found nothing very wrong, although they were rather loosely adjusted. We thought nothing of this as we determined to ride anything a German could ride. After riding a half hour along the Neckar River, my friend contracted a puncture. Two more hours of riding caused me to suffer a broken axle. We had a "delightful" walk back to town, returned our wheels, paid our rental fees, and thought nothing of the accidents. We did not reveal the secret to the keeper as we thought we were given a "crooked deal" in the first place and were not to be called to account for it. The next morning we found at our hotel a bill for damages, which read, \$1.50 for broken hose, as the German called the tire, and \$3.50 for broken rear axle. We paid the \$5.00, but the man who rented us the wheels heard a thing or two for his "fiver."

In conclusion it might be well to say that any American contemplating cycling in Europe, will do well to take his American bicycle with him, as it is well worth the expense and trouble.

INDICATES ENGINE'S EFFICIENCY

Remarkable Instrument Employing an Old Scientific Principle—What is Learned from Its Readings.

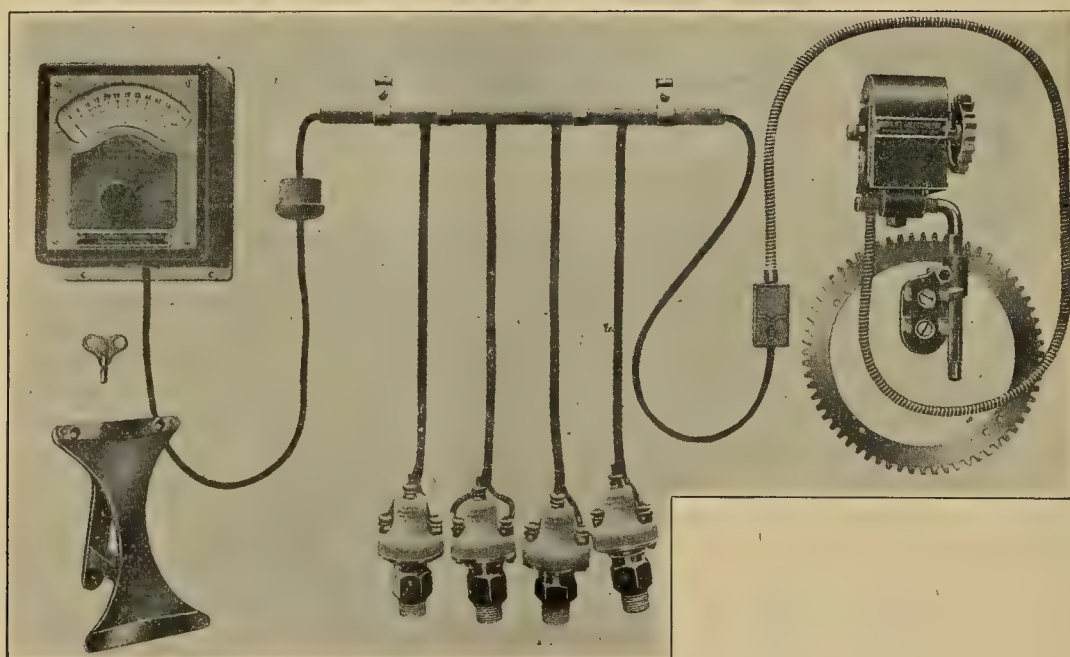
Because of the difficulty of determining exactly what goes on within the cylinder of the gas engine, numerous devices have been proposed which are intended to indicate or record the performance of the gas itself as it expands and pushes down the piston. While some of the inventions of this character are intended solely for laboratory tests, others are designed to be

of junction of these wires is exposed within the cylinder, while the upper ends are led to separate binding posts, one on either side of the plug. To prevent the wires which form the elements of the "thermo-couple," as it is called, from becoming overheated and burning or carbonizing, the wires are jacketed with metal bushings, which serve to conduct away the heat to the upper part of the plug, whence it is dissipated in the air.

By employing two different metals of special and secret composition, which possess a peculiar relation to each other, the mere act of heating them at the point where they join serves to create a very small current of electricity. It is this cur-

of those divisions is equivalent to 80 per cent. of the highest possible reading. The readings obtained in this way are called percentages of "efficiency," and in this way the instrument is said to indicate the "efficiency" of the motor; though as a matter of fact it is not actual efficiency which is indicated, but percentages of heat based on the highest possible temperature, this, in turn, being roughly proportional to the quantity known in the language of the engineering profession as efficiency.

The utility of the instrument is very wide. If, for example, the motor misfires, the waving of the needle at once will indicate that, whereas ordinarily the temperature within the cylinder remains at a very high point,



COMPLETE DYNATAK SYSTEM FOR FOUR CYLINDER ENGINE

used on motor vehicles while they are in motion. Of the latter type one of the most recent is the Dynatak, which is produced by the Electric Speedometer & Dynamometer Co. of Washington, D. C., and which employs the very ancient and little known principle of the thermo-pile.

The system includes a special form of spark plug, to which are connected three wires instead of only one, and an indicator. In its most complete form the system also includes a speedometer, which is essentially nothing more nor less than a magneto-dynamo, the current from which is directed into the indicator thus, causing that instrument to serve a double purpose. As produced for automobile use the speedometer mechanism is mounted directly on the axle, so that, in place of the ordinary flexible shaft, only a conductor cable is run back to the indicating instrument, the resulting economy and increased reliability being considerable. An odometer mechanism is mounted within the casing of the magneto-dynamo.

The plugs, which, it will be seen, are the essential element of the system, comprise, besides the ordinary bushing, insulator and high tension electrode of the regular spark plug, two other insulated conductors, which are connected at the lower end. The point

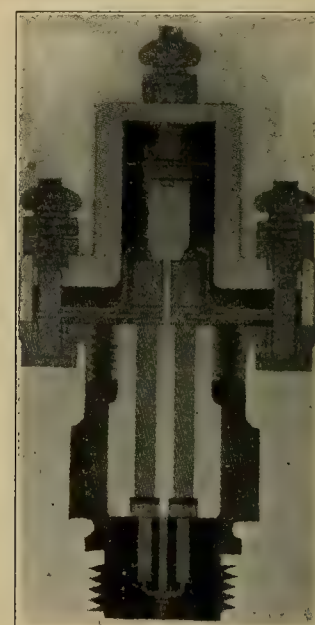
rent which flows through the conducting cable to the indicator and causes the needle to be deflected. As the amount of current generated is proportional to effect of the heat within the cylinder upon the elements, it follows that the position of the needle over the dial may be made to indicate the amount of heat actually generated by the burning of the gas within the cylinder.

Applied directly as a means of gauging the power production of the engine, the possibilities of the device are truly surprising. As it is possible to determine by laboratory investigations just how much heat it is possible to obtain by burning a mixture of gasoline vapor and air within a cylinder of given bore, the corresponding temperature may be taken as 100. Thus the point marked "100" on the indicator scale is taken for the maximum temperature which ever can be obtained within a cylinder of given size, when the engine is working under the most favorable conditions.

This being the case, if at any time the indicator needle is found to point to the mark "80" on the scale, it is taken as evidence that the temperature within the cylinder is 80 per cent. of what it would be were the engine developing its best performance; because the dial is graduated into ten divisions and a reading of eight

it drops occasionally under present conditions. If the mixture is either too rich or too lean, a steady reading, lower than usually observed, indicates that combustion is not producing as much heat as should be expected. Similarly, improper ignition or valve timing conditions, in addition to those mentioned, may be detected merely by observing the indicator and then testing one factor after another of the several variable elements about the motor, such as the carburetter adjustments, the ignition system, the condition of the valves and the lubrication. As various improper conditions are remedied, the needle will rise until it reaches a maximum point, at which it remains stationary.

Not only this, but the indicator furnishes a close index of the effects on the machine of various grades, and, taken in connection with the speed, affords means of testing the effect of power used up by various different appliances, such as carburetters, ignition devices, two-speed gears and clutches. While not produced especially for motorcycle use up to this time, the system is perfectly applicable to small as well as large motors, and offers interesting possibilities of development in that direction. Needless to say, its operation requires no skill, but is as simple as "telling the time."



DYNATAK PLUG SHOWING COUPLE

CYLINDERS AND FLEXIBILITY

Their Relation One to the Other in Motorcycle Design—Dimensions, Ports and Valve Timing Involved.

When considering the possibilities of improving upon the present day motorcycle with the idea of increasing its flexibility, it is possible to arrive at the conclusion that about all that is required is to provide the engine with unlimited quantities of gas which is perfectly uniform in constituency in order to accomplish the desired end. Indeed, the most pressing need in the direction of motorcycle betterment just now is a form of carburetter which will work equally well at all speeds and under all conditions of load. But it is far from logical to conclude that the perfectly flexible carburetter alone would render the average engine perfectly flexible, that is to say, capable of producing a reasonable proportion of its maximum power through a wide range of speeds.

A rough analysis of the process of transforming the latent energy of the fuel into actual power at the crank shaft has shown that three important steps are involved. First, the fuel must be vaporized and mixed with its proper complement of air to form the combustible gas; second, the gas must be burned within the cylinder; and finally the power thus developed in successive impulses, must be transformed into uniform rotary motion in order to be available for propulsive purposes. The subject of carburation recently was reviewed in these columns, in its relation to the flexibility of the engine. Accordingly it is pertinent to investigate with the same object in mind, the way in which the energy in the gas is translated into power within the cylinder.

It is to be assumed in this connection, that the gas which reaches the cylinder is of exactly the right quality to produce perfect combustion, regardless of the rate of revolution of the crank shaft. It also may be assumed that at some definite speed, the engine will receive the impulse due to the rapid combustion of the gas and transform it into rotary motion without serious loss. The puzzle is to find a way of altering the speed of the engine without materially affecting the economy and without causing it to overheat, pound or sputter.

As in the ordinary type of four-cycle engine, the impulse from the ignited gas is received only once in four strokes of the piston. It is with this power stroke that the investigator must concern himself. Although the power actually is exerted in the form of a heavy blow at the beginning of the stroke, like that of a powerful hammer, but continuing to diminish in intensity during the remainder of the downward movement of the piston, it is customary to consider it as being of constant intensity throughout the stroke and of an amount

equal to the average of all the variations which actually exist. Thus the "mean effective pressure" so-called, is the average which would be obtained were it possible to sample the cylinder pressure at every half inch of piston travel during the working stroke and to divide the sum total of these pressures by the number of half inches in the stroke. Obviously the flexibility of the engine is measured to a great extent by the ability of the designer to provide means of varying this mean or average pressure.

Broadly speaking, the mean effective pressure may be varied by either of the two general methods, each of which is subject to several applications. It is possible to vary the power of the working stroke by varying the quantity of gas taken into the cylinder; it also is possible to vary it by altering the firing point. The three most natural ways of altering the quantity of gas introduced during the suction stroke are to vary the area of the intake pipe, which in practice is done by throttling; to alter the timing of the inlet valve, and to alter the timing of the exhaust. The firing point, of course, may be altered through a considerable range merely by advancing or retarding the spark lever.

Still assuming that the carburetter will perform correctly regardless of what is going on within the engine, it is evident that as between throttling and late opening or early closing of the inlet valve, there is little to choose. Actually, it is a fact that the ordinary carburetter will work to better advantage with suction of fairly uniform intensity but of varying duration than it will with varying suction. On this account the better method of the two would appear to be that of altering the timing of the inlet valve in one or the other of the two ways indicated. But as this introduces mechanical complications, it is better practice on small motors of the motorcycle type, to follow the present practice of using some form of throttle.

Comparing the method of throttling with that of varying the point of opening the exhaust, the wastefulness of the latter at once condemns it. The idea is simple enough in itself; all that is necessary is to cause the exhaust valve to open a little earlier than usual, when the cylinder pressure at once will fall away, thus reducing the mean effect throughout the stroke. But it must be borne in mind that every ounce of pressure within the cylinder is bought and paid for by the rider, and that every fraction of a second during which gas is flowing out of the cylinder under pressure, it equivalent to allowing an equivalent number of drops of the precious gasoline to run out of the tank and down into the dusty road. That is the reason why it is well to strive for economy even though the actual saving it is possible to accomplish may be relatively small. Every tank full of gasoline represents so many potential miles of highway. Every drop of gasoline saved in the running of the engine represents an addition

of a foot or two to the distance which one filling of the tank will carry the machine. So to open the exhaust before the maximum possible amount of work has been extracted from the gas is to reduce the power without reducing the consumption.

Similarly, although it is possible to regulate the amount of power developed by the gas by the simple expedient of varying the timing of the spark, it is evident that a late spark practically amounts to the same thing as an early exhaust opening. For with a late spark the maximum pressure due to the explosion is not reached until the piston has traveled part way down on its stroke, so that the expansion of the gas, from which the power is derived has only proceeded a little way before the end of the stroke is approached and the exhaust is opened. What is essential to flexible action, however, is that the spark should be varied as the speed of the engine changes, so that the maximum pressure of the explosion will be reached invariably just at the instant the piston commences its working stroke. The skilful rider is able to accomplish this by reason of his experienced judgment; the novice often loses power through failure to accomplish proper regulation of the spark. Hence, in some respects automatic regulation of the spark by means of a governor would be advantageous. The added mechanical complication which it would involve, however, makes this a doubtful improvement to consider, especially since the growing use of the magneto offers a near solution of the difficulty by reason of the inherent peculiarities of that wonderful device itself.

Supposing that the method of throttling is for all practical purposes the best in motorcycle practice, it is well to examine its effect a little more closely. As the amount of clearance between the piston and cylinder head at the end of the compression and exhaust strokes is invariable, it follows that a fixed quantity of exhaust gas is left in the cylinder at the end of every cycle. When it is attempted to vary the power of the engine by altering the quantity of gas taken in during the suction stroke, it follows that the proportion of live gas to dead or exhaust gas must also vary, and that when the engine is throttled, a larger relative quantity of gas must be useless for power purposes than when the engine is running with open throttle. The presence of the dead gas in the mixture, naturally serves to reduce the rate of burning and so to delay the point of maximum pressure. Hence, unless the firing point is kept well advanced, the exhaust will be released at high pressure. This tendency would argue against the use of the automatic spark governor, were such a device otherwise thoroughly practicable.

Furthermore, as the quantity of gas taken into the cylinder is diminished, the compression also must be diminished. This assists in reducing the mean effective pressure, which is an effect, desired for the moment. But it also works in the direction of reducing the efficiency, which, as already indicated, is not to be desired at any time. Thus

though the effect may be relatively slight, it would be more desirable were it possible to vary the compression as well as the position of the throttle. Various devices for accomplishing this very result have been contrived, but as they are all more or less complicated they must be discarded for motorcycle use.

Thus far nothing has been said of the relation of the proportions of the engine to its flexibility. Obviously they have a most important bearing on the subject, however. Generally speaking, an engine which works efficiently at its maximum output ought to work equally well at reduced speeds, down to its minimum, that is, regarding the effects due to reduced compression, increased dilution of the charge and the relative increase in cooling effect which results from lower explosion temperatures coupled with unvarying cooling effect. Actually such is not always the case.

If, for example, either or both of the valves are very slow in opening or closing, it is obvious that the effect of choking down the flow during the opening and closing periods will be of relatively greater duration when the full open period is reduced, than when it is normal. Again, while ports which are not of ample size may be great enough to allow the engine to work pretty well at high speeds, at lower rates of engine movement, they may have an increased choking effect upon the gases. Thus it follows that engine improvements in the way of increasing the rapidity and precision of valve action and ports and pipes designed with the utmost liberality conduct to freedom of action not only at high speeds but at all speeds through which the engine will run.

A much more important consideration is that of the ratio of bore to stroke. Just now when the long stroke is coming into extreme prominence in the automobile field by reason of its adoption by a number of well known builders, the question involved is of particular interest. While the exact balance of advantage resting between the long and short stroke types of engine remains to be determined exactly, suffice it to say that neither is absolutely suited to all uses; and that for certain purposes, one should work to better advantage than the other. As far as flexibility is concerned, it would appear that the advantage is with the long stroke, however. In the first place, this type of engine working more economically at normal and high speeds, naturally must be subject to less reduction in efficiency when throttled than the short stroke engine.

This is plain to see when it is considered that reducing the effective length of the working stroke must have greater effect on the mean effective pressure when the stroke is no greater than the bore, than when it is longer. This is essentially what happens when the charge is throttled—a smaller charge is taken into the cylinder just as would be done were the stroke momentarily shortened. Thus for equal throttle posi-

tions, the uniformity and effectiveness of the expansion should be secured to better advantage with long than with short stroke engines.

Difficulties stand in the way of increasing the stroke beyond certain practical limits, however. In the first place, the total length of the engine must not be made too great to be handled conveniently in the machine. Again, in order to get free passage for the gases, very large valves have to be employed in long stroke practice, and reducing the bore, as must be done where the displacement is at all limited, makes it increasingly difficult to arrange the valves and ports properly. Furthermore, there is some chance that if the stroke is made excessively long, the engine instead of becoming more flexible, will become less so, owing to the increased inertia of the long connecting rod and crank which are necessitated by that form of construction.

These considerations instead of clouding the main question of flexibility, should assist in clarifying it. From what has been said, it is plain to see that general engine improvements along lines which are recognized as beneficial from the point of view of economy, should assist in rendering the motorcycle engine more satisfactory in respect to its ability to run smoothly through a wider range of speed than now is possible. In other words, the motor of ideal flexibility must be a better compromise between a great number of conflicting conditions than can be conceived out of mind. Its achievement must be largely a matter of prolonged experimental development.

To Clear Gummed Sight Feed Glasses.

Internal walls of sight feed glasses are prone to become covered with a coating of gummy oil which renders them opaque and precludes the observation of the oil flow. In this condition glass tubes in the oil line are useless for there is no way of telling whether the oil is running or not unless the feed line be disconnected. On the other hand it often is impractical to remove the glass tubes without damage and in any event the operation is not particularly desirable; but the surfaces seldom or ever manifest a tendency to cleanse themselves. The coating can be dispersed without breaking any connections by holding a lighted match or candle close enough to the glass to cause the oil to run, but not close enough for the heat to crack the glass. Another way to accomplish the same result is to wrap a piece of thick string around the glass and draw the string rapidly back and forth when the heat generated by the friction will loosen the gummy film and cause it to flow away.

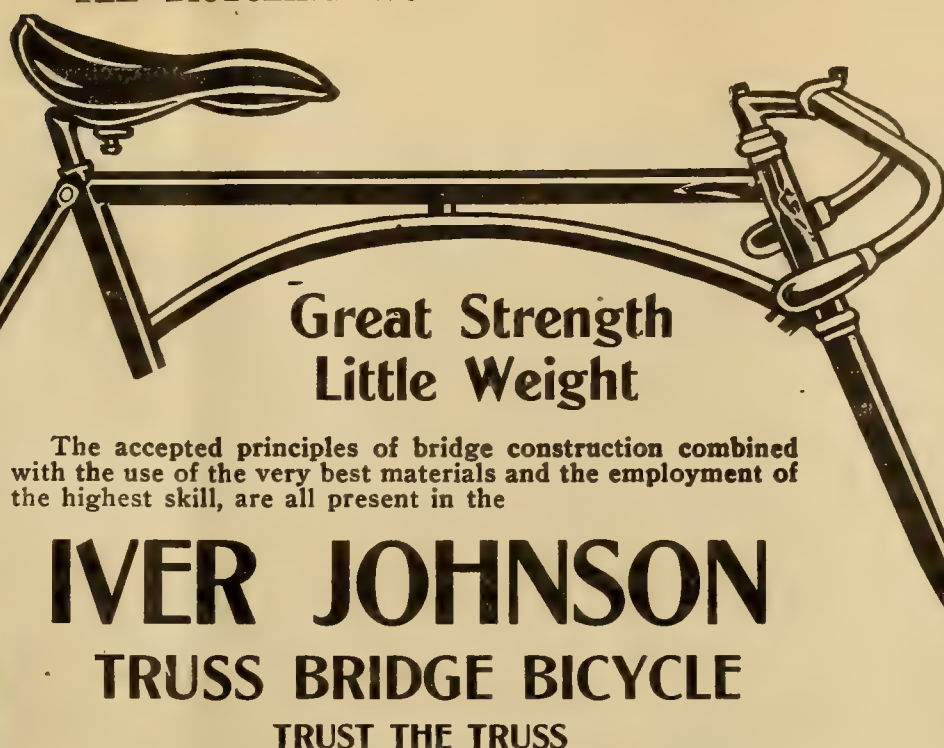
The Lubrication of the Magneto.

Magneto armature shafts that are mounted on ball bearings at either end require sparse and infrequent lubrication and a few drops of good oil properly applied to the bearings once or twice a month generally is all the attention they require. These impor-

tant elements, however, do not thrive when starved for want of lubricant, and should receive regular attention. On the other hand, oil should be kept away from other parts of the machine, particularly the contact breaker which is designed to work without lubrication. It is important that motorists familiarize themselves with all oil wells on a magneto and see that they are kept free from dirt. Exposed oil holes may profitably be protected from the entrance of dirt with small pellets of cotton, for there is no need of washing dirt into the passages and bearings when injecting oil. Furthermore, it is not enough to squirt oil into a lead and take it for granted that it reaches the bearings; passages often become clogged and time should be taken to see that the oil disappears in the hole, for if it stands at the opening it is a sure sign that the lead is clogged. Magnetos are such delicate and expensive things that it pays to take the time to keep them clean and well oiled.

Replacement of a Piston Ring.

Although turned out in a highly finished state, piston rings nevertheless require some hand fitting when used to replace worn rings in an engine which has seen service, if a tight fit is to be obtained. Recognizing the need of slightly larger rings than the standard to compensate for cylinder wear, makers produce replacement rings which are several thousandths oversize and these in nearly all cases require to be fitted by hand. After seeing that the rings slide freely in the grooves—and if they do not they should be laid flat on a sheet of emery cloth and rubbed down until they do fit, or they will stick when hot—they should be placed in the cylinder bore at the upper end, one at a time, and tested for fit all around by holding the cylinder up to the light and looking down the bore. If a ring does not bear all around, the high spots should be tapped lightly with a small ball pein hammer until it does fit snugly; also, a small amount of clearance should be allowed between the ends of the ring so that they will adjust themselves to the unequal bore of the cylinder through the piston travel. This is done by clamping the ring in a vise and filing down each end slightly, care being taken to file true across the diagonal faces so that the angle may be preserved and the ends match evenly when pressed together. A small fine file should be used and very little taken off at a time, the ring being tested after each filing. As the bottom of the cylinder wears very little if any, owing to there being no friction on it, it will be smaller than the upper end and for this reason the rings will have to come closer together in order that they may be slipped into the cylinder when on the piston. Fitting of piston rings is a delicate job which requires some skill to perform properly and all necessary time should be given to it for on the tight fit of the rings depends a great deal of the efficiency of the engine.



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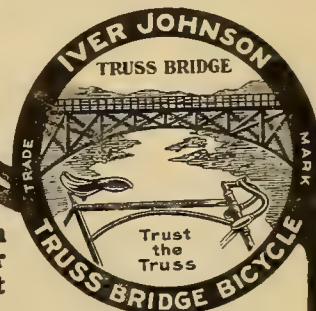
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Not only is a knowledge of the art of massage essential to the athlete who would make the most of the physical powers at his command through its uses as a restorative of fatigued muscles, better nutrition of the skin and nervous system and increasing the energies of the muscular system, as has been detailed in the *Bicycling World*, but it also frequently may be employed to advantage in cases of sprains or other injuries to the muscles or joints.

The only traumatic conditions of joints in which massage generally is useful are those characterized by partial displacements, commonly known as sprains, and which complaints bicycle riders fall heir to many times during their careers. In the milder forms of sprains massage advantageously may be employed immediately, but in the more serious forms of displacement or dislocation, which may remain permanent unless relieved at once by surgical skill, massage is extremely valuable if employed after all inflammation has subsided.

There is a wide difference of opinion between present day authorities in regard to the immediate treatment of sprained joints—one side insisting upon maintaining the immobility of the joint until all the inflammation has subsided, while the other advocates the immediate application of massage. As it is incumbent upon bicycle riders to make their periods of convalescence of the shortest duration possible, it would seem that massage can be made a valuable physician extraordinary to nature in such times.

In cases of minor sprains to the ankle, wrist or knee-joint, the method of procedure is as follows: First restore the affected part as far as possible to its normal condition by an application of cloths wrung out in ice-cold water, and after the acute heat and swelling has subsided, the joint should be rubbed gently with alcohol or salt water. Then, at first very gently, begin centripetal friction massage, increasing in vigor every two hours. After each massage, strap the joint firmly, but not too tightly, with adhesive tape, and use the joint as much as possible. The joint should recover its painless function on the second or third day after the accident.

In dislocations the employment of massage as an after-treatment promotes the earlier and more vigorous activity of the muscles frequently injured at the time of the accident; and always flabby and lax after a period of disuse. In contusions of joints as well as muscular bruises, extravasation of blood and exudation of lymph may be removed quickly by gentle centripetal rubbing and kneading.

The writer personally knows of a case which well exemplifies the advantageous influence of massage after dislocation. The victim of the dislocation was a well known member of one of the New York cycling organizations. He is a heavy man, weighing more than 200 pounds, and came a cropper, while riding at night, entailing a dislocated right shoulder joint. Mr. M. (as he may be called), had the joint reset and bandaged at St. Blank Hospital. At the end of two weeks the pain had entirely disappeared, but the arm could only be abducted from the side to a very small extent. Another two weeks passed, followed by another fortnight, during which time he tried several treatments without success. As Mr. M.'s means of livelihood depended solely upon the vigorous use of his right arm, he naturally became worried, and was in de-

motorcyclists and oarsmen. To bicyclists it may occur in either the hands and wrists, or feet, or both, but to motorcyclists in the hands and wrists only, due to the continued vibration to which the extremities are subjected and the cramped position of the fingers for periods of long duration.

Immediately after taking a long ride it is advisable to massage the hands and wrists because when recent, "tendo-vaginitis" yields readily to treatment; in more chronic cases long-continued and persevering manipulations are often unattended by success. The massage appropriate to these affections should not be practiced for more than five or ten minutes at a time, and has for its object the removal of the surplus fluid collected within the tendon sheath, and the improvement in nutrition of the over-fatigued muscles.

One illustration will suffice to show the benefits of massage in cases of "tendo-vaginitis." Last summer the Century Road Club of America held a tour from New York to Sag Harbor and return, a distance of over 200 miles. Among the party were two riders, taking their first long ride of the season. The long continued grasping of the handle bars was sufficient to give each rider a most pronounced attack of "tendo-vaginitis." One knew the efficacy of massage; the other did not. The former massaged his hands very thoroughly immediately following the long ride, repeating the five-minute manipulations at intervals of one-half hour for about five times before retiring, and again in the morning. His hand was just as pliable and active as before he started on the ride.

The other did not take any such precautions and when he arose the following morning he could not button his collar. When he reached his office prepared for work—he was a stenographer—he found he could not use his fingers. In fact, the first day it was impossible for him to straighten out the cramped digits, and for more than a week his hands were in a condition of partial paralysis, rendering him totally unfit for service. The simple expedient of massage would have prevented such a state of affairs.

As the same ailment is indigenous to motorcyclists the wise rider will remember the ancient, but none the less important injunction that "an ounce of prevention is worth a pound of cure," a paraphrase of which might read:

"Five minutes of massage frequently may save a protracted doctor's bill."

Preventing Oil Lamp Trouble.

Oil lamps which refuse to burn properly even after submitting to a deal of careful persuasion sometimes can be cured of their stubbornness, if pains are taken to see that they are relieved of all possible vibration. A loose set screw, or even a bracket which no longer is perfectly rigid, may be the cause of otherwise inexplicable shortcomings.



spair of ever being able to use his arm again, when he came under the observation of the writer.

Realizing that it could do no harm, I had no difficulty in persuading him to allow me to begin a treatment of massage upon the affected parts. After nine days of manipulations, about three-quarters of an hour every day, Mr. M. could move his arm extended and at right angles to the shoulder without pain. In a little over two weeks he had fully recovered the use of his arm, which serves to show the speedy restoration of power to injured muscles by systematic massage.

The value of massage in the after-treatment of fractures, so that the utility of the limb may be restored as quickly as possible, long has been recognized. In every case friction and kneading in a centripetal direction, with light tapping of the muscles, is employed.

What is termed "tendo-vaginitis"—a condition closely allied to sprain, which follows over-use of joints to which the tendons are attached—is most common to bicyclists,

RECENT PATENTS.

13,023. Coaster Brake. Peter P. O'Horo, Chicago, Ill., assignor to A. J. Musselman, Chicago, Ill. Filed May 18, 1908. Serial No. 433,620. Original No. 860,234, dated July 16, 1907, Serial No. 325,279.

1. In combination, a coaster brake having a stationary threaded axle and a sprocket, a wheel hub rotatably surrounding the axle, an expansible braking sleeve about said axle within the hub, a wedge for expanding said sleeve, a spool on the axle within said sleeve engaging the wedge, a collar screwed on the axle and interlocking with said sleeve, a serrated gripping bearing upon said collar, bearings for the axle ends, and a nut on an end of the axle, between which and said serrated gripping bearing the adjacent bearing is clamped.

936,845. Motorcycle Attachment. Henry T. Adams, Chicago, Ill. Filed Dec. 5, 1908. Serial No. 466,062.

1. The combination with a cycle frame, of an attaching bracket on the rear end thereof, an upright having a slotted lower end adapted to overlap the upper end of said bracket, a bolt engaging said upright to said bracket, a seat pedestal, a jointed clamp thereon, and means connecting said clamp with the upper end of said upright.

937,835. Attachment for Leading Bicycles. Chester A. Mason, Spokane, Wash. Filed Nov. 9, 1908. Serial No. 461,740.

An attachment for leading bicycles from a vehicle, comprising therefor a pair of side bars extending along opposite sides of the fork of the vehicle and having intermediate portions thereof secured to the handle bars, one end of each of the side bars being adapted to be detachably connected to the front axle of the bicycle while the opposite end is designed to bear against the rear axle of the vehicle a block applied to the opposite end of each of the side bars for abutting against the side of the vehicle axle, a keeper projecting from each of the blocks and aiding in securing the block to the side bar, and straps co-operating with the blocks to detachably secure the side bars to the vehicle axle, the said straps passing through the keepers, whereby the bicycle may be supported in an inverted position with the rear wheel thereof trailing upon the ground.

937,875. Lamp Bracket. Nicholas W. Shipp, Salem, Ore. Filed May 22, 1909. Serial No. 497,697.

1. The combination with an extension handle bar, having a clamp formed integral therewith, of a lamp holding arm fitted to the said handle bar and secured by said clamp, the free end of the arm being constructed to hold a clamp.

938,255. Handle Bar for Bicycles. James R. Logan, Fresno, Cal. Filed Jan. 8, 1908. Serial No. 409,794.

1. A hollow handle bar adapted to form a storage chamber for a hose of a bicycle pump having its end screw threaded and provided with an internal flange adjacent to said end, and a screw threaded closure for the end of the handle bar and between which and the flange of the handle bar, the flange of the nipple of the hose is held when the hose is in said handle bar.

939,391. Ball Bearing. William E. Cane, Toronto, Ontario, Canada, assignor to William John Murray, Toronto, Canada. Filed Nov. 9, 1908. Serial No. 461,773.

1. In a double ball bearing, the combination with an outer ring having an annular groove and an inner ring having an external annular groove, of the minor and major balls

and a floating cage comprising the sides having concave recesses held against the major balls where the surface speed of the balls is the slowest, blocks adapted to hold the contacting points of the minor balls adjacent to the contacting points of the major balls and extending between the sides of the cage and having rectangular projecting ends so held and fastened in the side rings of the cage, so as to hold the rings together and each minor ball and its contacting point with the major balls on a line passing through the center thereof and of the major balls adjacent thereto as and for the purpose specified.

939,357. Magneto Electric Machine for Ignition Purposes. Charles A. Vandervell and Frederick I. Hoffman, London, England. Filed Sept. 25, 1908. Serial No. 454,809.

1. In a magneto-electric machine having as movable element a current distributor consisting of a device having a series of paths joined up as one continuous path, a series of contact pieces disposed in said paths, a shuttle adapted to co-act with the said paths and constituting a contact piece which co-acts with the contact pieces of the said paths, the shuttle being carried directly by the movable element of the magneto-electric machine and means for permitting the shuttle to follow the continuous path, substantially as described.

939,427. Variable Speed Device. William F. Main, Salt Lake City, Utah. Filed June 1, 1909. Serial No. 499,589.

1. In a device of the class described, the combination with a shaft, of one disc of a pulley keyed thereto, the other disc of said pulley slidably keyed to the hub of the first mentioned disc, a cam and anti-friction bearings between said cam and the last mentioned disc, a cam adapted to engage with the first mentioned cam, a lever secured thereon whose lower end is extended, forming bearings for a belt tightener, a belt tightener and a belt whose edges are cut to fit between said discs, as and for the purposes described.

939,856. Carburetter. Ralph Papanti, Springfield, Mass. Filed Sept. 25, 1908. Serial No. 454,673.

1. A carburetter comprising a casing, a valve support connected to the casing, a skeleton cap fitted to the valve support, a nipple formed on said cap and provided with a feed duct, a valve adjustably mounted in the cap, a spray nozzle removably fitted in said cap, a partition formed in the cap and provided with a central opening, a valve seat ring disposed between said partition and a shoulder on the valve support, a needle valve for the spray nozzle, a disc valve secured to the shank of the needle valve, a concolute spring interposed between said partition and said valve seat ring, a spring for seating the disc valve, and an air valve connected to the casing.

940,783. Front Fork Equalizer. Seth J. Buckland, Springfield, Mass. Filed Dec. 21, 1908. Serial No. 468,451.

1. An equalizer, of the class described, comprising a suitably mounted compressible segmental member, fixed abutments and stom members adapted to limit the outward movement of such segmental member at the ends, and movable abutments adapted to be moved one against one end of said segmental member inward from the adjacent fixed abutment and the other away from the other end of said segmental member outward from the adjacent fixed abutment to compress it between one of said fixed abutments and one of said movable abutments, said stop members intervening

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between the ends of the segmental member and on one hand the fixed abutment and on the other hand the movable abutment when such compression takes place.

940,892. Automatic Air Pump. Erb Reed, Cookeville, Tenn., assignor to Shealie R. Reed, Cookeville, Tenn. Filed May 23, 1908. Serial No. 434,602.

A device of the class described comprising a wheel and a frame carried thereby, a curved plate secured upon the rim of the wheel, arms upwardly projected from said plate, a pump carried between the arms, a tube carried centrally by said plate, and connected at its outer extremity with the pump, a piston mounted in said pump extended centrally of said wheel, an arm pivotally secured upon the inner extremity of said piston, the inner extremity of said arm being curved circularly, an eccentric disposed upon the axle of said wheel and engaged within the curved portion of said arm, a plate detachably secured to the lower extremity of the frame in juxtaposition to said eccentric, a pawl formed of spring material positioned in the outer face of said plate adapted to extend inwardly and engage it times in a recess formed in the outer face of said extremity through said eye, a cord connected with the pawl and means connected with the cord to operate said pawl.

941,157. Spark Plug. Charles A. Martin, Racine, Wis. Filed March 21, 1908. Serial No. 422,380.

1. In a spark plug, the combination of an outer casing adapted to be screwed into the cylinder wall of an engine, the inner end of said casing provided with an inwardly extending ledge or flange, said ledge or flange provided with recesses, an insulating tube extending inwardly into the casing to a desired extent, a guard or deflector, the end thereof being in the form of an outwardly extending cone and having the apex thereof pointing toward the casing and apertured, the said end provided with arms extending toward the casing, the ends of the arms being bent outwardly to form internal projections which are adapted to be passed through the recesses of the ledge or flange of the casing and to thereby detachably engage above said ledge or flange, and an electrical conductor extend-

ing through the insulating tube, and having its inner end in close proximity to the aperture.

940,245. Spring Fork for Wheeled Vehicles. John W. Gates, Los Angeles, Cal. Filed Aug. 11, 1908. Serial No. 448,031.

1. The combination with a wheel of a wheeled vehicle, of a frame having means extending on both sides of the wheel, said means comprising at each side of the wheel a forward, rigid member, and a rearward, elastic member, lever means pivoted to said members at each side of the wheel and directly connected to the axle of the wheel at each side of the wheel to provide for vertical and rearward movements of the wheel and to equalize the movement on the two sides of the wheel.

940,250. Stand for Motorcycles and Bicycles. Fred C. Hoffer, William H. Whitesell, and Fred H. Bente, Los Angeles, Cal., assignors to Excelsior Supply Company, Chicago, Ill., a Corporation. Filed April 16, 1908. Serial No. 427,550.

1. In a bicycle support, a plate like member adapted to be secured to the rear end of a bicycle frame, the lower end of said member being provided with a laterally extending projection and the rear edge being provided with a slotted extension to register with the slot in the frame, and a support pivotally secured to said member above said projection, the free end of the support being adapted to be moved into a position below the wheel in front of a vertical line through the projection and thereby support the wheel and prevent the bicycle from falling over sidewise, the support being in engagement with the projection when its free end is thus holding the bicycle.

940,376. Ignition System for Explosion Engines. Paul R. Werner, Philadelphia, Pa. Filed Oct. 5, 1908. Serial No. 456,227.

1. In an ignition system including primary and secondary circuits, the combination with a casing of terminals carried thereby and leading to the different cylinders and terminals leading to the primary and secondary circuits, a shaft rotatably mounted in said casing, a selector brush carried by said shaft and adapted to rotate in prox-

imity to the cylinder terminals, a head rotatably carried by said casing, a contact producing mechanism carried by said head and controlled by said shaft, the relative movement of said contact mechanism and shaft producing but a single spark for each explosion and the circuit at the contact mechanism remaining open when the contact mechanism and shaft stop at any relative location to each other, and means for actuating said head to produce a contact in the primary circuit and a spark in the secondary circuit when said shaft is stationary.

941,903. Motorcycle. John E. Allen, Trenton, N. J. Filed Sept. 23, 1908. Serial No. 454,330.

1. A motorcycle provided with a frame, a rear wheel, longitudinally extending semi-elliptical springs secured at their ends to the said frame, clips at the middle of the said springs for connection with the axle of the said rear wheel, and a rear fork having its members connected with the said clips, the frame having a bearing with which the shank of the fork engages.

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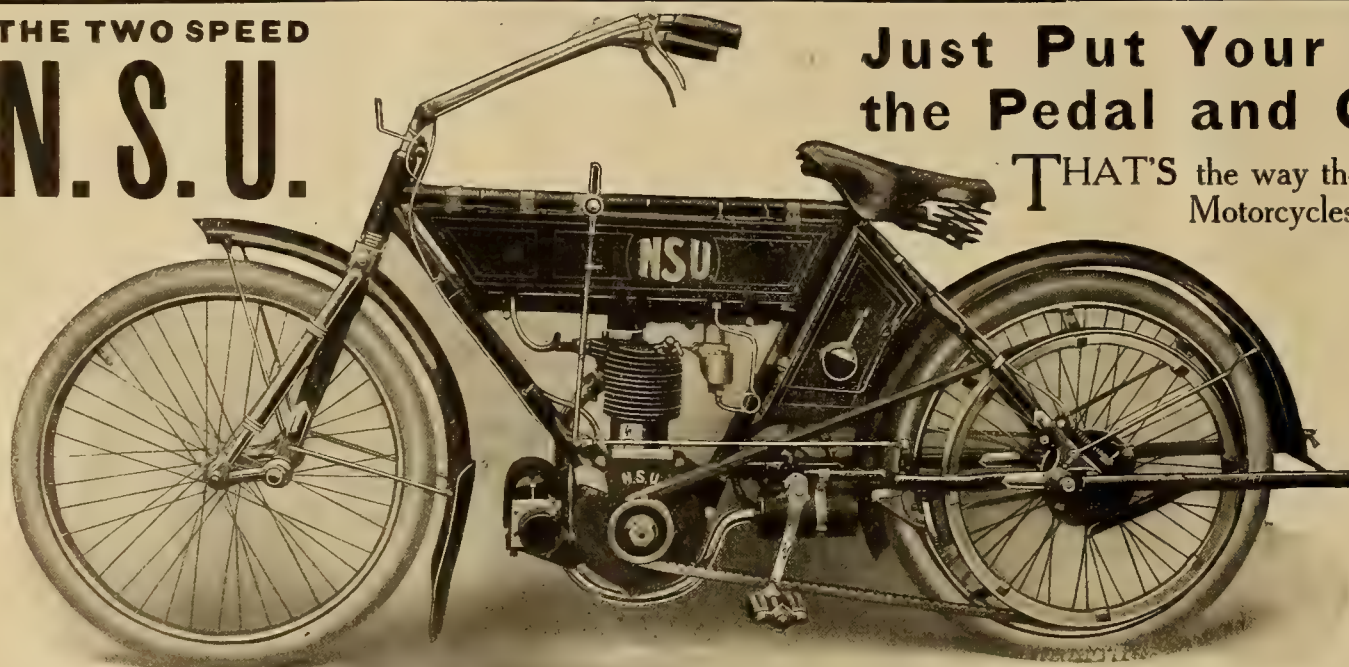
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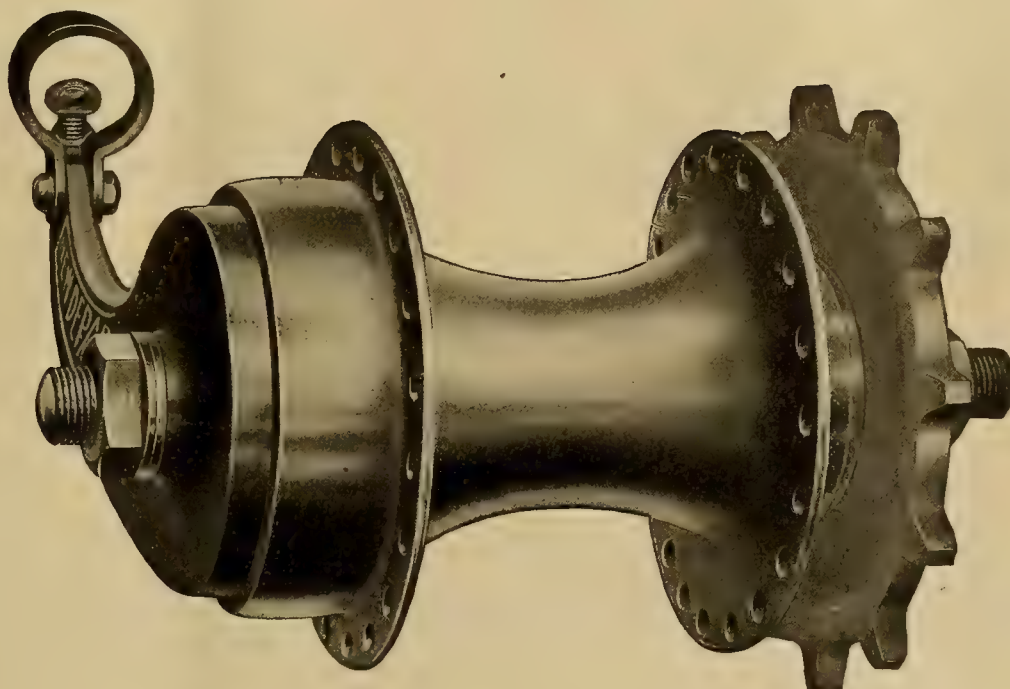
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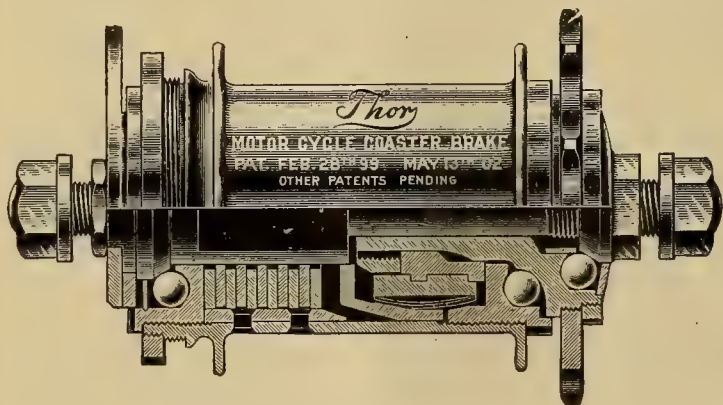
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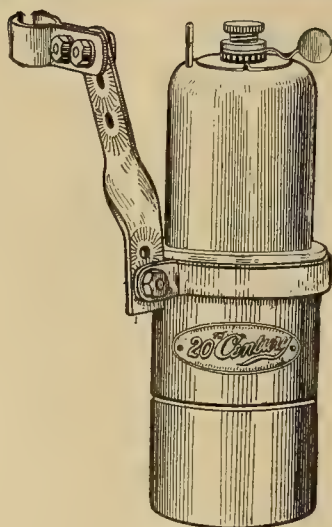
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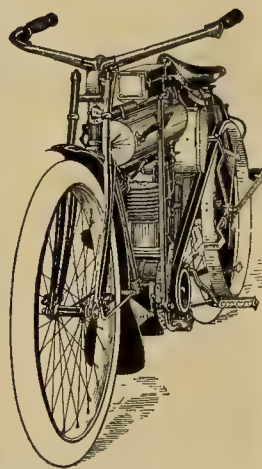


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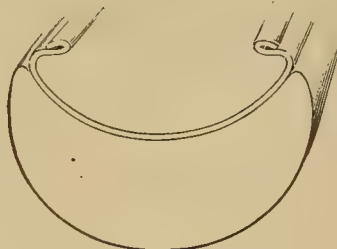
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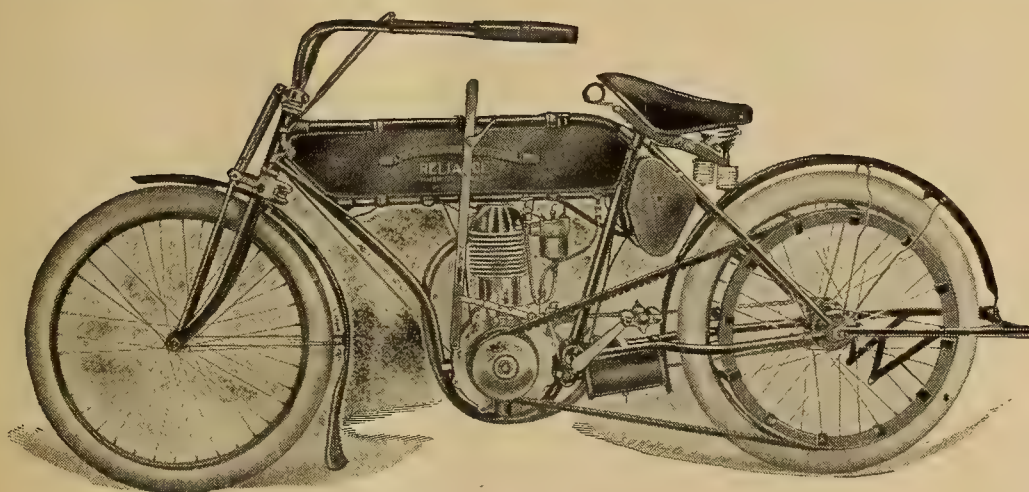
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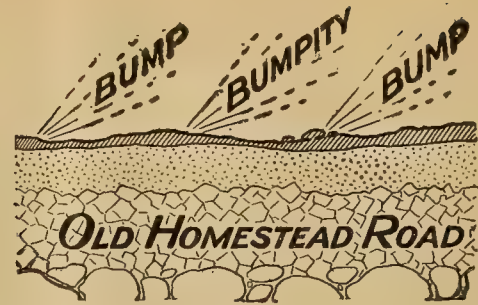
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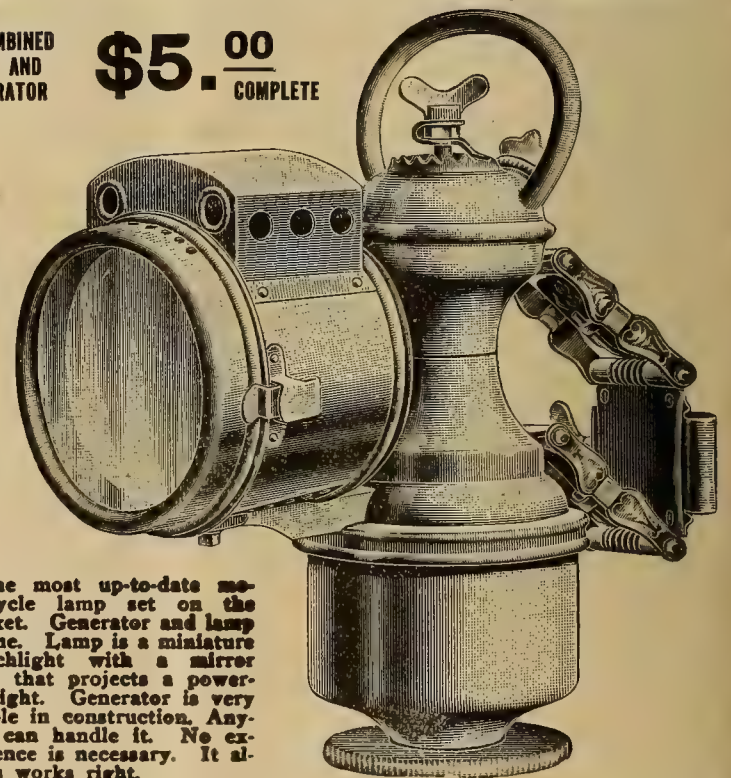
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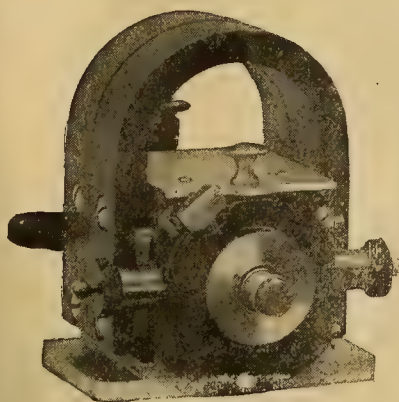
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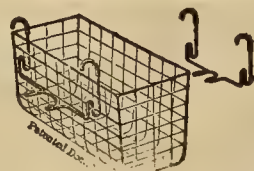
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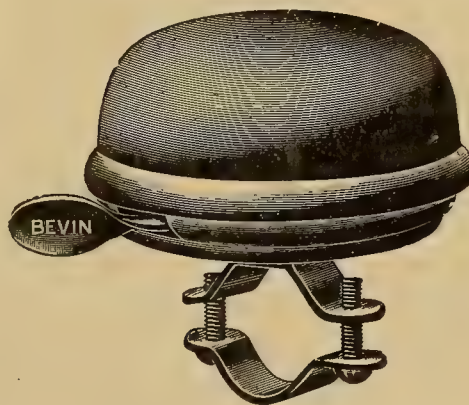
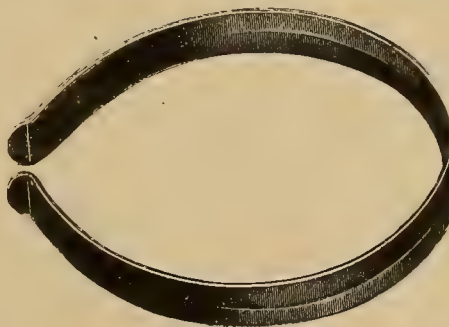
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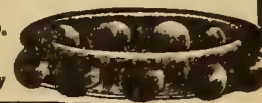
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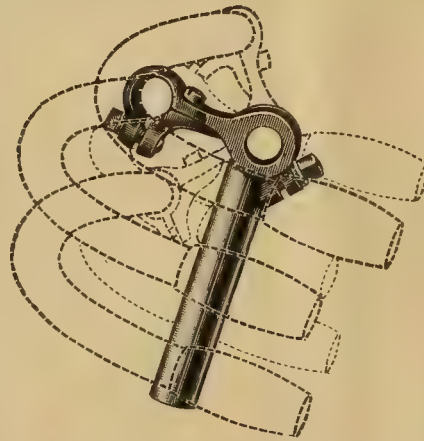
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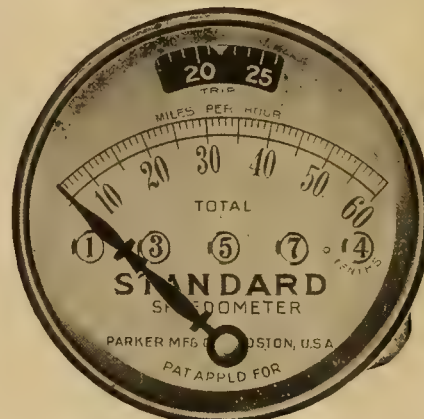
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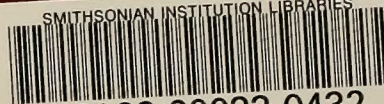
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